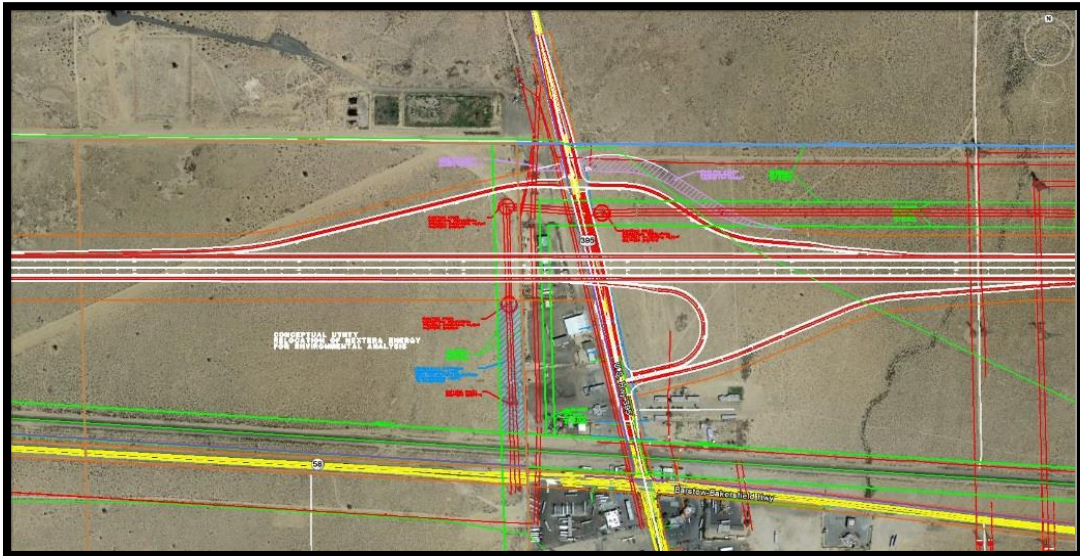


State Route-58 Kramer Junction Expressway Replacement of Electrical Utility Poles

SAN BERNARDINO COUNTY, CALIFORNIA
Edwards Air Force Base

EA 34770/0800000616

Environmental Assessment with Finding of No Significant Impact



Prepared by the
State of California Department of Transportation



June 2017

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

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**FINDING OF NO SIGNIFICANT IMPACT
STATE ROUTE-58 KRAMER JUNCTION EXPRESSWAY REPLACEMENT OF ELECTRICAL
UTILITY POLES ENVIRONMENTAL ASSESSMENT
EDWARDS AIR FORCE BASE, CALIFORNIA**

Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA), Title 23 United States Code § 327; Title 40 of the Code of Federal Regulations (CFR) §§ 1500-1508; and the Air Force Environmental Impact Analysis Process (EIAP), 32 CFR Part 989, the California Department of Transportation (Caltrans), as the lead agency, has prepared an Environmental Assessment (EA) to identify potential effects associated with roadway improvements for 0.51 miles of State Route 58 (SR-58) in San Bernardino County, California, to include utility pole replacement and relocation. Caltrans issued their Finding of No Significant Impact (FONSI) on June 28, 2017 based on analysis within the EA. The Air Force, as the cooperating agency, has independently reviewed the analysis within this EA, determined it is current, and that it satisfies the requirements of 32 CFR Part 989.

The SR-58 Kramer Junction Expressway Replacement of Electrical Utility Poles EA is essentially a supplemental EA to the previously completed SR-58 Kramer Junction Expressway Project Final Environmental Impact Report (EIR) / Environmental Impact Statement (EIS). The Record of Decision (ROD) was signed on September 29, 2014 and considered potential construction / operation impacts to the natural and human environments that would result from three alternatives to expand and build a four-lane divided expressway and interchange along with the no action alternative. The ROD approved widening and realigning the existing two-lane highway to a four-lane divided expressway from 0.4 miles west of the Kern County/San Bernardino County line to a point 13.3 miles east, of which, roughly 0.5 miles crosses Edward Air Force Base (AFB) property. The SR-58 Kramer Junction Expressway Project Final EIR/EIS is being incorporated by reference into this analysis.

Proposed Action (EA § 1.1.1, page 1-1): Caltrans' EIR/EIS proposal to widen and realign the existing two-lane highway to a four-lane divided expressway with an interchange from 0.4 miles west of the Kern County/San Bernardino County line to a point 13.3 miles east, requires relocation and replacement of two utility poles located within their Edwards AFB easement. The proposed action would relocate both poles approximately 10 feet southeast of their current location and raise the height of each pole by 30 feet or more to ensure proper road clearance. The existing poles would be removed and the remaining holes backfilled. The new pole locations would remain within the current 150 foot wide easement requiring no changes made to the existing easement.

Purpose and Need for the Proposed Action (EA § 1.2.1 and 1.2.2, pages 1-2 to 1-4): In this particular area of the SR-58 Expressway Project, an overpass (bridge) is being constructed at Kramer Junction along with exit and entrance ramps between SR-58 and US-395. To accommodate the increase in roadway height, two existing utility poles (STR100 and STR101) require relocation and replacement. The existing road base between the poles would need to be raised approximately 30 feet to ensure proper road clearance. The Proposed Action would remove and replace these two electric utility poles with taller poles in order for the overhead line to meet vertical clearances needed for the SR-58 Expressway Project.

Description of the Proposed Action and Alternatives (EA § 1.3, pages 1-4 to 1-11): The entire project spans a length of roughly 1 mile; however, only 0.5 miles of the project falls within Edwards AFB boundaries. A total of two alternatives were analyzed in the EA. The proposed action or Build Alternative (Alternative 1) would relocate and replace two pole structures, identified as STR100 and STR101, and three associated overhead lines located north of SR-58 and west of US-395. Project activities under the Proposed Action include removing the existing electrical pole structures STR100 and STR101, backfilling the holes, relocating STR100 and STR101 approximately 10 feet to the southeast of the existing pole locations, and increasing the height of STR100 and STR101 at their new locations by 30 feet or more. The majority of the work taking place on Base would occur within the existing 150 foot wide easement. Pole structures would remain the same for each pole; a 3-pole steel

dead-end (STR100) and a steel H-frame structure (STR101), each directly embedded and guyed. Instead of guyed structures, a self-supported steel structure may be used, which would require the structure to be on caisson foundations and would increase the distance between the entrance ramp and the new pole structure. Under the No-Build Alternative, Caltrans would not relocate the overhead electrical lines or increase the height of the pole structures. At the current elevation, guying would interfere with the new Caltrans grading for the planned highway entrance ramp for the SR-58 Expressway Project and without the increase in height of the two poles, vertical clearances needed for the associated SR-58 Expressway would not be met.

SUMMARY OF ENVIRONMENTAL CONSEQUENCES

Based on the scope of the Proposed Action, the Air Force and Caltrans eliminated the following environmental areas from further analysis: Land Use, Growth, Farmlands, Community Impacts, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Hydrology and Floodplain, Water Quality and Storm Water Runoff, Geology, Paleontology, Air Quality, Noise, Wetlands and Other Waters, and Invasive Species (EA § 2, pages 2-1 to 2-4). The portion of the project falling within Edwards AFB boundaries is undeveloped military property located in a desert environment. The Proposed Action would relocate two electric pole structures and overhead lines in close proximity to their existing locations; therefore, no land use change would occur and no impacts to growth would occur as the existing electricity service would not change. There are no portions of the project designated as prime or unique farmland or timberland. No changes in community cohesion or other effects on the community within the vicinity of the Proposed Action would result due to the relocation of the two poles. The Proposed Action would have a negligible effect on traffic, as construction worker and material trips would use roadways in the vicinity of the Proposed Action. However, all work would occur at off-road locations and no effects would occur following the completion of the construction period. No effect on pedestrian or bicycle facilities would occur, as there are none in the area. Short term construction-period visual impacts would result from earthmoving activities, but are considered minor. Long term visual impacts may result due to the increased pole height. However, given that the SR-58 Expressway Project would be implemented in close proximity, the height of the new pole structures would have a similar relationship to the new grade as the existing pole structures have to the current grade; therefore, visual impacts would not be substantial. Measures to avoid and minimize floodplain impacts or to preserve and/or restore any beneficial floodplain values affected by the Proposed Action are included in the state and local regulations, as well as in the overall SR-58 Expressway Project Environmental Commitments Record. Therefore, no new impacts would occur as part of the Proposed Action. The Proposed Action would not affect groundwater, impervious surfaces, storm water runoff, or proposed drainage facilities. Therefore, no new impacts to water quality and storm water runoff would occur as a result of the Proposed Action. There were no geology, soils, or seismic concerns related to public safety and/or project design within the study area for the Proposed Action. No evidence of fossils was uncovered in the study area during field reconnaissance conducted in 2009 for studies associated with the SR-58 Expressway Project and activities with the Proposed Action are considered minimal; therefore, there would not be any measurable effects on paleontological resources. Short term impacts to air quality would occur during construction, but these impacts would not result in adverse or long term effects. Noise would be generated during construction activities; however, any increased noise impacts would be short-term and would be minimized with scheduled timing and duration of construction activities at noise-sensitive locations. No flowing or standing water was observed along any portion of vicinity of the Proposed Action; therefore, there would be no impact to wetlands and other waters. The project area consists of previously disturbed/graded areas and areas of creosote bush scrub vegetation. The spread or infestation of invasive species would be minimized by implementing all applicable standard specifications during the implementation of the Proposed Action.

Environmental analyses within the EA focused on the following areas: Relocations and Real Property Acquisition, Utilities/Emergency Services, Cultural Resources, Geology/Soils/Seismic/Topography, Hazardous Waste/Materials, Natural Communities, Plant Species, Animal Species, and Threatened and Endangered Species.

Relocations and Real Property Acquisition (EA § 2.1.1, page 2-5): The Proposed Action would occur in the existing northwest quadrant of Kramer Junction, where SR-58 meets US-395. The area comprises low-density commercial development, which primarily caters to automobile and truck traffic that are present in the area. Under the Build Alternative, the Proposed Action would relocate and replace the two poles structures and would not cause any households or businesses to be displaced; therefore, there would be no impact to Relocations and Real Property Acquisition. The No-Build Alternative would not impact Relocations and Real Property Acquisition.

Utilities/Emergency Services (EA § 2.1.2, pages 2-6 to 2-8): Under the Build Alternative, existing structures STR100 and STR101 are proposed to be moved approximately 10 feet from their current locations to the east of US-395. The overhead electrical lines run in a 150-foot easement directly on land owned by Edwards AFB. The relocation of the poles structures would not change utility service in the area. Underground utilities that cross the highway would be encased in accordance with Caltrans' policy. A coordination plan will be established with impacted utility companies to ensure minimum disruption to customers in the service area during construction. This plan will be in place, and agreed upon by Caltrans before any relocation activities occur as a result of the proposed project. The No-Build Alternative would not change utility service in the vicinity of the Proposed Action.

Cultural Resources (EA § 2.1.3, pages 2-9 to 2-13): An Area of Potential Effects (APE) was established and later expanded by 2.7 acres to accommodate utility relocation activities that would occur under the Proposed Action. The APE and revised APE were surveyed for cultural resources and found none within the impacted area. There is the potential for inadvertent discovery during project activities. Below is a list of cultural resources management actions (EA § 2.1.3, page 2-12) to be incorporated as part of the Proposed Action. Caltrans will be responsible for adherence to:

- If buried cultural resources are encountered during project activities, all work in that area will stop until a qualified archaeologist can evaluate the nature and significance of the find.
- In the event human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, who will then notify the Most Likely Descendant. The person who discovered the remains will contact District 8 Division of Environmental Planning as well as the Edwards AFB Historic Preservation Officer. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.
- Archaeological and Native American monitors shall be present during the Proposed Action activities. In the event additional cultural deposits are uncovered during construction operations, the archaeological monitor shall be empowered to halt or divert work in the vicinity of the find until the archaeologist is able to determine the nature and the significance of the discovery. Monitors must maintain daily logs to be submitted to Caltrans at the end of work week. A final monitoring report is required when monitoring activities are complete.

The No-Build Alternative would not result in any impacts to cultural resources.

Geology/Soils/Seismic/Topography (EA § 2.2.1, pages 2-14 to 2-16): Under the Build Alternative, a soil survey, which included two soil samplings, was conducted. No chemical odors or evidence of staining were noted at any of the soil samples collected within the study area. Groundwater was not encountered in any of the boreholes and is not expected to be present in shallow soils. Therefore, the Build Alternative would not impact Geology, Soils,

Finding of No Significant Impact

*SR-58 KRAMER JUNCTION EXPRESSWAY REPLACEMENT OF ELECTRICAL UTILITY POLES
ENVIRONMENTAL ASSESSMENT, Edwards AFB, CA*

Seismic/Topography. No impacts to Geology, Soils, Seismic/Topography would occur under the No-Build Alternative.

Hazardous Waste/Materials (EA § 2.2.2, pages 2-17 to 2-24): Following construction of the Proposed Action, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the Proposed Action involves relocating utility structures STR100 and STR101 and associated overhead lines only. The storage of toxic materials or chemicals is not a proposed component of the Proposed Action. Hazardous wastes are regulated under existing programs and would not be affected by the Build Alternative. Under No-Build Alternative, the site of the Proposed Action would not be disturbed and no long-term effects involving hazardous materials would occur.

Natural Communities (EA § 2.3.1, pages 2-25 to 2-28): The Proposed Action involves minor relocation of utilities, which would not affect any natural vegetation community of concern, as none are present in the biological study area. The Proposed Action would result in negligible impacts related to animal movement and habitat fragmentation along US-395 and SR-58; however, there would be no adverse effect to natural communities. There would be no change to the natural communities under the No-Build Alternative.

Plant Species (EA § 2.3.2, pages 2-29 to 2-36): No special-status plant species were found within the biological study area; however, it is still possible for the Proposed Action to have an adverse affect upon individuals of desert cymopterus and Barstow woolly sunflower, if they are encountered. There would be no impact to plant species under No-Build Alternative since there are no construction activities. Below is a list of plant species management actions (EA § 2.3.2, pages 2-32 to 2-33) to be incorporated as part of the Proposed Action. Caltrans will be responsible for adherence to:

- Access to the work area will be granted to Caltrans contractor, NextEra, and a biologist by Edwards AFB.
- A qualified biologist must survey work areas every day before crews begin working. If listed or special-status species are found, then the biologist must inform the engineer (or other authority in charge of the work activities) to avoid those resources.
- A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on desert cymopterus.
- A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on Barstow woolly sunflower.

Animal Species (EA § 2.3.3, pages 2-37 to 2-39): No non-endangered/non-threatened special-status animal species were identified as likely to occur in close proximity to the area where construction activities for the Proposed Action would occur. With the implementation of minimization measures listed under the Plant Species section above, effects on any animal species would be minimized; therefore, avoiding any adverse effects to animal species. There would be no impact under No-Build Alternative since there are no construction activities.

Threatened and Endangered Species (EA § 2.3.4, pages 2-40 to 2-52): Field surveys were conducted in the area of the Proposed Action, and no desert tortoises (DT), California condors, or active Mohave ground squirrels (MGS) were present or visible. The habitat within the Proposed Action is considered poor for the DT and California condor, but is considered suitable for the MGS; therefore, to ensure no adverse effect would occur to these three species, the list of threatened and endangered species management actions (EA § 2.3.4, page 2-40 to 2-42) listed below are to be incorporated as part of the Proposed Action. Caltrans will be responsible for adherence to:

- The biologist must oversee compliance with all protective measures and coordination between Caltrans and NextEra. The biologist must immediately notify the engineer of activities that may be in violation of

biological protective measures. In such an event, the engineer must halt all work activities until all protective measures are fully implemented, as determined by the biologist.

- Whenever project vehicles are parked, workers must check under the vehicle before moving it. If a DT is beneath the vehicle, the worker must notify the biologist. Workers must not be allowed to capture, handle, or relocate DTs. The animals must be allowed to leave of their own accord.
- Auger holes or other excavations will be covered following inspection at the end of each workday to prevent DT or MGS from becoming trapped.
- During all off-road or cross-country travel, the biologist will select and guide the access route to avoid biological resources and to minimize disturbance of vegetation. The biologist will walk in front of the lead vehicle to ensure no DT, rare plants, burrowing owls, MGS, or animal nest/burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.
- Caltrans will reinitiate consultation with the appropriate USFWS office if it is determined a DT will need to be relocated.
- To avoid any impacts on migratory birds, work must take place outside of the breeding season, which occurs between February 15 and September 15. If, due to schedules, it is necessary to conduct work activities during this season, a biological monitor must perform preconstruction surveys of each individual tree/pole and of the work area.
- If a migratory bird is detected during monitoring, construction shall stop for a minimum radius of 33 meters (100 feet) or as determined by the biological monitor. This radius will double for condors or raptors.
- The biologist must inform work crews or the engineer to halt any activity that may pose a threat to MGS and to recommend movements of equipment and personnel to avoid injury or mortality to MGS.
- Caltrans will discuss additional measures with the appropriate CDFW office if it is determined that an MGS or its burrow will need to be relocated.
-

There would be no impact to threatened and endangered species under No-Build Alternative since there are no construction activities.

MITIGATIONS

As the lead agency for improvements to SR-58, Caltrans is responsible for ensuring the mitigations identified above and in the EA are in place prior to taking any specific action. Caltrans will be responsible for submitting all environmental permits/plans identified within Chapter 2 of the EA to local, state and federal agencies. The Air Force through Edwards AFB will oversee and verify mitigations are in place and being carried out, as identified in this FONSI. A Mitigation and Monitoring Plan (MMP) will be developed subsequent to this document and will include regulatory permitting requirements as they become available and the anticipated mitigation schedule along with completion date(s). The MMP is a living document and as such will be updated by Caltrans and the Air Force throughout the life of the project. It is expected mitigation monitoring will generally consist of on-the-ground inspections along with taking any subsequent action(s) necessary to address deficiencies discovered during these inspections.

Interagency/Intergovernmental Coordination and Public Review: A draft version of this EA was circulated by Caltrans for 30 days starting January 10, 2017 for public and agency review and comment. Consultation and coordination occurred with public agencies through a variety of formal and informal methods, including interagency coordination meetings, direct contact with resource agencies and Native American organizations and project development team meetings. Public and agency comments were received and are documented in Section

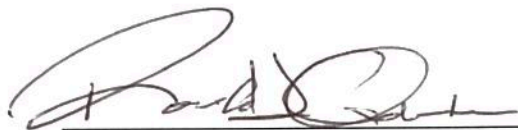
Finding of No Significant Impact

*SR-58 KRAMER JUNCTION EXPRESSWAY REPLACEMENT OF ELECTRICAL UTILITY POLES
ENVIRONMENTAL ASSESSMENT, Edwards AFB, CA*

3.3 of the EA. The Air Force circulated a draft version of this FONSI for 15 days starting July 14, 2017 and received no public comments from this review. Through this FONSI, the Air Force has independently adopted the SR-58 Kramer Junction Expressway Replacement of Electrical Utility Poles EA.

FINDING OF NO SIGNIFICANT IMPACT

I have independently reviewed the EA and determined it satisfies the requirements of the applicable Air Force regulation, 32 CFR § 989 and can be adopted under 32 CFR § 989.9(b). Based on the analyses summarized above and contained in the attached EA, I find the Proposed Action to relocate and replace two utility poles located within the Edwards AFB easement as well as widen and realign the existing two-lane highway to a four-lane divided expressway with an interchange will not have a significant environmental impact on the natural or human environment, either by itself or cumulatively. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality 40 CFR §§ 1500-1508 and Air Force EIAP regulations 32 CFR § 989 are fulfilled and an Environmental Impact Statement is not required.



RONALD J. ONDERKO, P.E
Command Senior Civil Engineer
Logistics, Civil Engineering and Force Protection

5 Sept 2017
Date

General Information about This Document

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Kurt Heidelberg, Senior Environmental Planner, Environmental Studies "D" Branch Chief, Environmental Project Management, California Department of Transportation, District 8, 464 W. 4th Street, 6th Floor MS 820, San Bernardino, California 92401-1400; (909) 388-7028, or use the California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.

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The previously approved State Route 58 Kramer Junction Expressway Project requires NextEra to relocate and replace two electricity transmission utility poles located within their Edwards Air Force Base easement. The Proposed Action would relocate both poles approximately 10 feet southeast of their current location and raise the height of each pole by 30 feet or more to ensure proper road clearance. The existing poles would be removed and the pole holes would be backfilled. The new pole locations would remain within NextEra's current 150-foot-wide easement. Therefore, no changes to its current easement would be required.

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to:
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Cooperating Agencies
Department of Defense, Edwards Air Force Base

6/28/17
Date of Approval


David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation
NEPA Lead Agency

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**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT**

FOR

**State Route-58 Kramer Junction Expressway
Replacement of Electrical Utility Poles**

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. The previously approved State Route 58 Kramer Junction Expressway Project requires NextEra to relocate and replace two electricity transmission utility poles located within their Edwards Air Force Base easement. The Proposed Action would relocate both poles approximately 10 feet southeast of their current location and raise the height of each pole by 30 feet or more to ensure proper road clearance. The existing poles would be removed and the pole holes would be backfilled. The new pole locations would remain within NextEra's current 150-foot-wide easement. Therefore, no changes to its current easement would be required.

This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) and the associated Technical Studies and design documents, which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that a Supplemental/Subsequent Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and the associated Technical Studies and design documents.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

6/28/17

Date of Approval



David Bricker

Deputy District Director

District 8 Division of Environmental Planning

California Department of Transportation

NEPA Lead Agency

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Chapter 1 Proposed Project

1.1 Introduction

The State Route-58 Kramer Junction Expressway Replacement of Electrical Utility Poles Environmental Assessment supplements the completed State Route 58 (SR-58) Kramer Junction Expressway Project Final Environmental Impact Report/Environmental Impact Statement (SR-58 Expressway Project EIR/EIS). The EIS Record of Decision was signed on September 29, 2014. The EIS considered potential construction and operational impacts on the natural and human environments that would result from the four build alternatives to widen and realign the existing two-lane highway to a four-lane divided expressway and interchange and also addressed impacts of the No Action alternative. Alternative 1A, the northerly alignment four-lane divided expressway (with spread diamond and cloverleaf interchange at SR-58/United States Highway 395 [US-395]), was selected for construction, a 0.5-mile section of which crosses Edwards Air Force Base (EAFB) property. No mitigation was required for the 0.5 mile of affected EAFB property. The SR-58 Expressway Project EIR/EIS is being incorporated by reference into this analysis.

1.1.1 PROPOSED ACTION

The previously approved SR-58 Expressway Project requires NextEra Energy Resources LLC (NextEra) to relocate and replace two electricity transmission utility poles located within its EAFB easement. The Proposed Action would relocate both poles approximately 10 feet southeast of their current location and raise the height of each pole by 30 feet or more to ensure proper road clearance. The existing poles would be removed and the pole holes would be backfilled. The new pole locations would remain within NextEra's current 150-foot-wide easement. Therefore, no changes to its current easement would be required.

As the design of the SR-58 Expressway Project progressed, it was determined that existing electrical utility lines owned by NextEra that cross SR-58 near the SR-58/US-395 junction would conflict with the roadway structure proposed for the SR-58 Expressway Project. As part of the SR-58 Expressway Project, in this particular area, a bridge (overpass) is being constructed at Kramer Junction along with exit and entrance ramps between SR-58 and US-395. To accommodate the increase in roadway height, two existing utility poles (STR100 and STR101) require relocation and replacement. The existing base between the poles would need to be raised approximately 30 feet to ensure proper road clearance. The Proposed Action would affect a maximum area of approximately 100 square feet of EAFB property by removing and replacing these two electric utility poles with taller poles in order for the overhead line to meet vertical clearances needed for the SR-58 Expressway Project. The larger SR-58 Expressway Project requires the acquisition of approximately 32 acres of EAFB land to accommodate the new SR-58 Expressway. See Figures 1-1 and 1-2 for the regional location and project vicinity.

1.2 Purpose and Need

1.2.1 PURPOSE

The purpose of the Proposed Action is to relocate and increase the height of the two existing electrical pole structures at EAFB to meet vertical clearances required to construct the planned SR-58 Expressway Project.

The purpose of the larger SR-58 Expressway Project is:

- To improve east-west mobility and reduce congestion and travel time;
- To reduce potential traffic conflicts; and
- To maintain an uninterrupted and consistent facility between economic and community centers.

1.2.2 NEED

The increase in road grade that would occur under the SR-58 Expressway Project would require relocating and raising pole structures STR100 and STR101 to ensure proper clearance of the overhead electrical lines. At the current elevation, the guying would interfere with the new California Department of Transportation (Caltrans) grading for the planned highway entrance ramp for the SR-58 Expressway Project.

The need for the larger SR-58 Expressway Project includes the following, as discussed in the EIR/EIS:

Capacity and Transportation Demand

EXISTING CAPACITY AND LEVEL OF SERVICE (LOS)

Currently, the SR-58 segment within the project area operates at level of service (LOS) D during the AM peak hour and LOS E during the PM peak hour. The Kramer Junction intersection where SR-58 meets US-395 at a four-way, at-grade signalized intersection operates at LOS C during both the AM and PM peak hours.

By 2039, if no improvements are made to SR-58, the LOS on SR-58 through the project area is projected to deteriorate to LOS E and F in the AM and PM peak periods, respectively. Operational conditions would also deteriorate at the Kramer Junction intersection, with travelers projected to experience an LOS of D during the AM peak hour and an LOS of F during the PM peak hour in 2039. LOS is a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS conditions are designated as “A,” indicating best free-flow conditions, through “F,” indicating congested conditions.

REGIONAL POPULATION/TRAFFIC FORECASTS

A regional population forecast is provided in the 2012–2035 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Programmatic Environmental Impact

Report (PEIR). The PEIR provides a projection of regional population up to forecast year 2035. For San Bernardino County, the 2011 baseline population was 2,066,502. The 2035 regional population forecast estimates a planned population of 2,749,800. Based upon these forecasts, a nearly 33 percent increase in regional population is projected between 2011 and 2035.¹ Regional traffic is predicted to increase with the projected growth in population.

PROJECTED CAPACITY NEEDS

Average daily traffic is forecast to more than double along SR-58, from 13,820 vehicles in 2010 to 30,940 vehicles in 2039. SR-58 remains the main east-west corridor for interregional travelers within the project vicinity, because no other viable alternatives for east-west interregional travel exist. The route concept report projects the LOS to deteriorate from “D/E” to E/F” if SR-58 is not improved. The improvements proposed under each of the build alternatives are expected to maintain the facility at a desirable LOS.

Roadway Deficiencies

OPERATIONAL DEFICIENCIES

Gap between Existing Four-Lane Expressways: At both the western and eastern project termini, SR-58 is a four-lane expressway. Between the project termini, SR-58 is a two-lane highway, creating a gap in the four-lane expressway system. A closure of this gap is needed to provide route continuity between the existing four-lane expressways at Post Mile (PM) R143.5 to the west and PM R12.9 to the east. Problems associated with this gap include sudden decreases in roadway speed due to less available highway capacity, maneuvering difficulties for oversized trucks due to the sudden decrease in total roadway width, insufficient roadway width for acceleration/deceleration lanes for the numerous access points within the project area, and general non-compliance with the Interregional Road System standards for a four-lane expressway. Gap closure between segments of the SR-58 expressway would improve these operational deficiencies.

At-Grade Railroad Crossing: An at-grade railroad crossing is located on SR-58 approximately 2.5 miles west of the existing at-grade US-395 intersection. This at-grade railroad crossing is utilized by approximately 35 trains per day² operated by BNSF. These trains carry rail cargo on the 66-mile route between Mojave and Barstow and also between western U.S. ports and economic centers to the east. The average train is 3,840 feet long, with 60 rail cars and takes approximately 67 seconds³ to cross SR-58 at the at-grade crossing 2.5 miles west of Kramer Junction. Substantial delays are known to occur multiple times per day because of sudden stops in highway traffic flow, which can last for extended periods of time. If this sudden stop in

¹ Southern California Association of Governments. 2012. *2012 Southern California Association of Governments Regional Transportation Plan Programmatic Environmental Impact Report*. Available: <http://rtpscs.scag.ca.gov/Pages/Program-Environmental-Impact-Report.aspx>.

² U.S. DOT Crossing Inventory Information, Railroad Crossing No: 028209C

³ Trains cross SR-58 at 70 miles per hour at this crossing, and crossing gates are required to be lowered for 20 seconds before each train arrives at the crossing and 10 seconds after each crossing. With a 3,840-foot average train length, a single crossing would require a vehicle traveling on SR-58 to wait 67 seconds.

highway traffic flow were to occur in the future when higher traffic levels are projected, longer queues and traffic delays are expected.

Signalized At-Grade US-395 Intersection: In addition to the delays caused by the at-grade railroad crossing, traffic flow is further interrupted by the signalized intersection at SR-58 and US-395. By 2039, the SR-58 mainline is expected to be operating at LOS F conditions, and the SR-58/US-395 intersection is expected to experience long delays at LOS F conditions during the PM peak hours. Long queues extending beyond 30 vehicles (or over 700 feet) in the eastbound and northbound approaches are expected.

Access Control: There are four paved access points and numerous unpaved, informal access points within the proposed project limits. Traffic flow is impeded and congestion is exacerbated by vehicles that turn into or come from the various access points. Specifically, traffic is delayed as vehicles approach the access point and slow to a stop or slow for a left- or right-turn movement. Traffic is also delayed as vehicles come from the access point and then gradually build speed after entering the highway. The delay is further compounded by oversized trucks with wide turning radii and even slower acceleration/deceleration speeds when entering and exiting the highway.

STRUCTURAL SECTION LIMITATIONS

SR-58 is a major connection for goods movement between Interstate 5 in Bakersfield and Interstates 15 and 40 in Barstow, and carries a high volume of interstate truck traffic that transports agricultural and commercial commodities. It is expected that SR-58 will continue to carry high truck volumes, as much as 62 percent in 2039 according to the September 2010 Traffic Study Report, because the route is designated for extra-legal and oversized loads (State Highway Extra Legal Load under the Surface Transportation Assistance Act. Equivalent single-axle load estimates, which are used to determine the amount of damage that a particular pavement will be subjected to over the design life of the pavement, indicate that the current pavement structural section of SR-58 was not designed to accommodate the recent designation for Surface Transportation Assistance Act extra-legal and oversized loads, resulting in higher pavement maintenance costs.

1.3 Project Description

This section describes the Proposed Action and the project alternatives that were developed to meet the purpose and need while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative.

The project is located in unincorporated San Bernardino County on SR-58 near its intersection with US-395, known as Kramer Junction. The existing electrical overhead lines are located west of US-395 and transversely cross SR-58 and US-395. The project area where the relocation and replacement would occur is on the north side of SR-58 on land owned by the US Department of Defense, EAFB (See Table 1-1 for the two parcels on which the Proposed Action would occur). Within the limits of the Proposed Action, SR-58 is currently a conventional two-lane highway with 2- to 8-foot shoulders. The purpose of the Proposed Action is to relocate and increase the

height of two existing utility pole structures to meet vertical clearances needed for the associated SR-58 Expressway Project.

Table 1-1. Project Location

United States Geological Survey 7.5-minute Quadrangle Kramer Junction				
Location	Assessor's Parcel Number	Township	Range	Section
Edwards Air Force Base	0192-201-01	10n	6w	6
Edwards Air Force Base	0192-201-01	11n	6w	31

1.3.1 NO-BUILD ALTERNATIVE

The No-Build Alternative provides a baseline for comparing the impacts of the Proposed Action with other alternatives by providing information about the existing conditions and reasonably expected future conditions that would occur without the implementation of the Proposed Action. Under No-Build Alternative, Caltrans would not relocate or raise the NextEra overhead electrical lines. Implementation of the SR-58 Expressway Project would result in vertical clearance conflicts between the existing NextEra overhead electrical lines and traffic along the planned SR-58 entrance ramp, and the SR-58 Expressway Project would not be implemented as currently planned if the No-Build Alternative is selected.

1.3.2 BUILD ALTERNATIVE

Under the Build Alternative, NextEra would coordinate with Caltrans to relocate and replace two pole structures, identified as STR100 and STR101, and three associated overhead lines located north of SR-58 and west of US-395. Due to the proposed increase in the SR-58 road grade between structures STR100 and STR101 associated with the SR-58 Expressway Project, the overhead lines would require raising by 30 feet or more to ensure proper road clearance. The NextEra overhead electrical lines run in a 150-foot easement on EAFB land, in a north-south direction over SR-58 and in an east-west direction over US-395. A portion of the north-south easement occurs adjacent to a 31.66-acre area of vacant land owned by EAFB that would be acquired as right of way for the implementation of the SR-58 Expressway Project (see Figure 1-2).

The larger SR-58 Expressway Project would require grubbing/land clearing, grading activities, and construction of the elevated roadbed, the westbound SR-58 on-ramp, and portions of the overpass structure above US-395 within EAFB property boundaries. Although only the 31.66-acre area of EAFB property within the future SR-58 right of way would be permanently acquired, adjacent areas on EAFB property could be used for storage of construction vehicles, equipment, and materials, subject to agreement from EAFB. All areas outside of the future SR-58 right of way would be returned to pre-construction conditions following the completion of construction activities.

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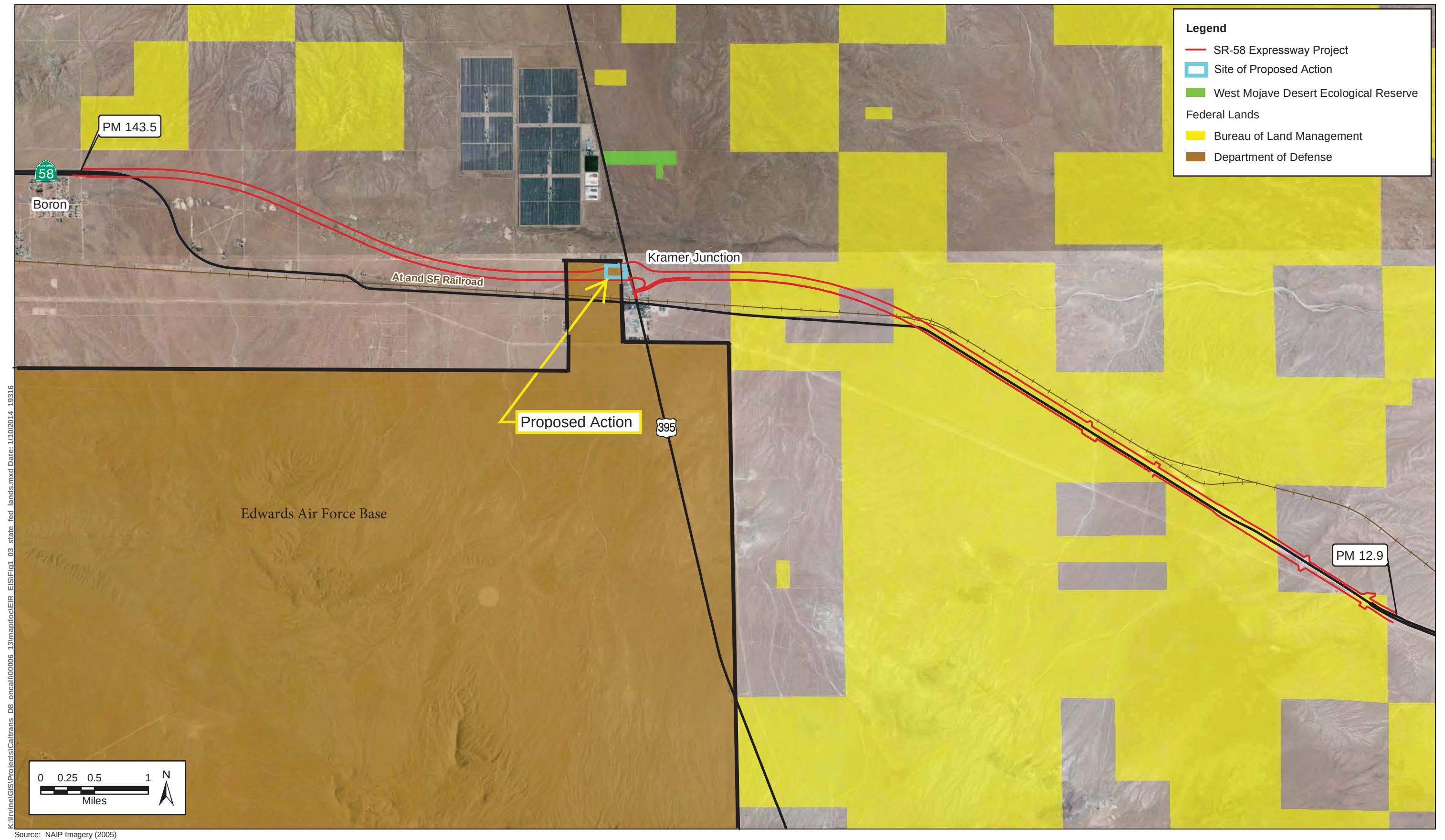


Figure 1-1
Regional Location of the Proposed Action
Kramer Junction Expressway Replacement of Electrical Utility Poles

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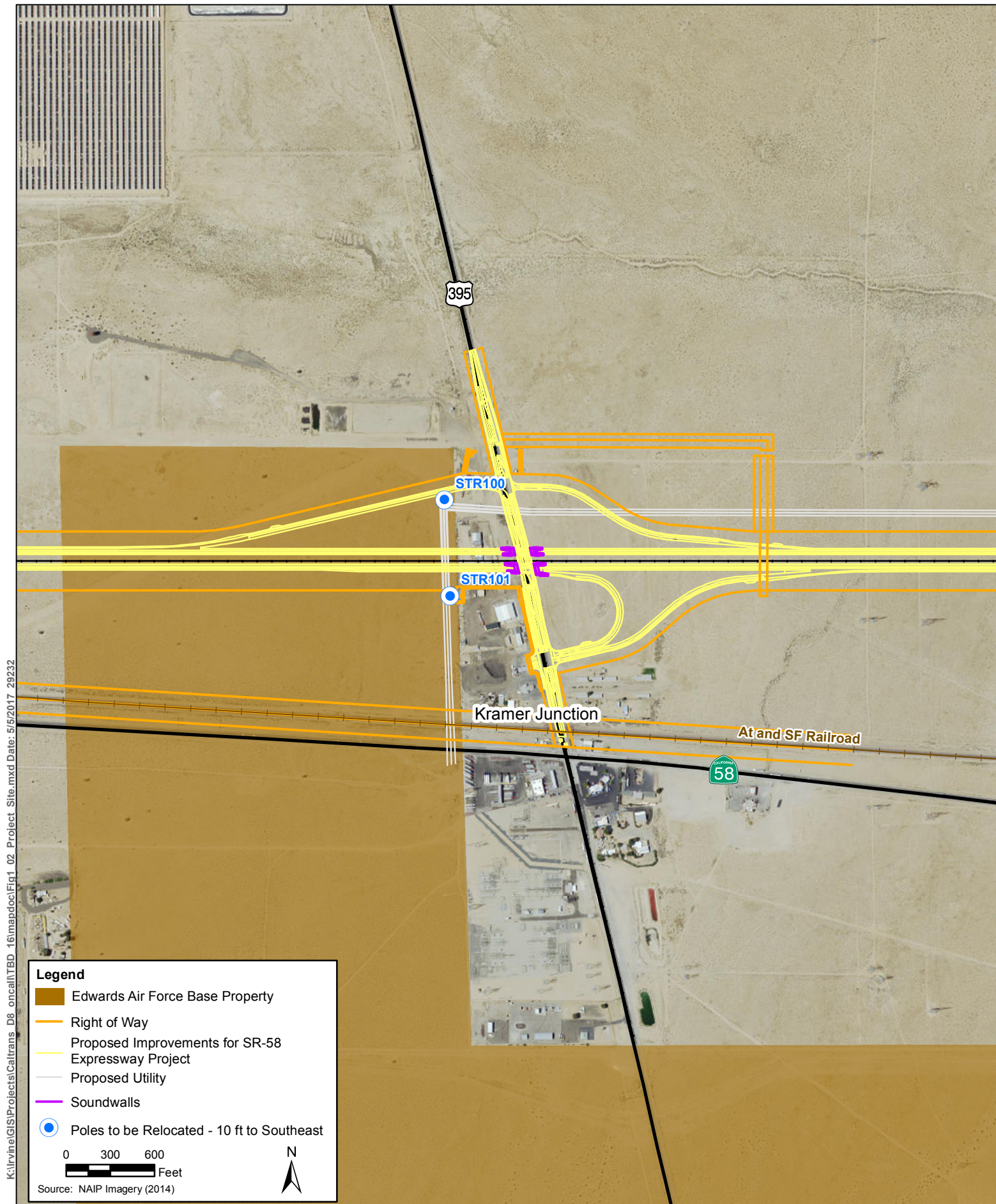


Figure 1-2
Site of the Proposed Action
Kramer Junction Expressway Replacement of Electrical Utility Poles

The Proposed Action would include the following:

- The existing electrical pole structures STR100 and STR101 would be removed and the old pole holes would be backfilled.
- A new location would be chosen for both of the pole structures approximately 10 feet to the southeast of the existing pole structure locations.
- The new pole structures would replace the old structures to increase the height of the supported overhead electrical lines by 30 feet or more.

NextEra would work in the existing 150-foot-wide easement maintained with EAFB and other nearby property owners. The Proposed Action would not require any additional right of way. NextEra would access its easement from existing US-395. It is expected that the majority of the work to remove and replace the electrical poles structures would occur within a 150-foot radius around the existing poles.

Structure STR100 is currently a 65-foot-tall guyed 3-pole dead-end structure. Structure STR101 is currently a steel H-frame structure consisting of two poles approximately 65 feet tall. The guying for these structures interferes with the new Caltrans grading for the planned expressway entrance ramp.

The new pole structures would remain a 3-pole steel dead-end and a steel H-frame structure, respectively, and would be directly embedded and guyed. The proposed structures would be approximately 105 feet above ground line. This would allow flexibility to span underneath an existing Southern California Edison (SCE) line and then immediately rise above the roadway to ensure clearances for Caltrans' proposed roadway structures for the SR-58 Expressway Project. The relocation of the pole structures would also facilitate a relocation of guy wires, removing them from the graded area by Caltrans.

Instead of guyed structures, a self-supported steel structure may be used, which would require the structure to be on caisson foundations and would increase the distance between the entrance ramp and the new pole structure. This would increase the pole size and cost, including additional cost for foundations.

In addition to these two proposed structure replacements, adjacent structures STR99 and STR102 will be evaluated for new loading due to changes in the line, which could require the profiles to be raised. STR99 and STR102 are inline guyed dead-end structures. The weight span for both structures would be reduced due to the raising of STR100 and STR101. However, safety and reliability will still need to be evaluated and investigated in the field for wear.

1.3.3 IDENTIFICATION OF A PREFERRED ALTERNATIVE

The Draft Environmental Document prepared for this Proposed Action was circulated for a 30-day public review and comment period starting January 10, 2017 and ending February 9, 2017. After review and consideration of all the comments received and the potential impacts of the Proposed Action, as well as the ability of the Proposed Action to meet the purpose and need for the larger SR-58 Expressway Project, the Project Development Team (PDT) identified Alternative 1 (Build Alternative) as the Preferred Alternative.

The decision to identify and select Alternative 1A for the larger SR-58 Expressway Project was based on the expressed preferences of the public at the public hearing and in written comments, the lower level of community impacts related to business and residential displacements, the more substantial biological resource impacts under Alternative 3, and the stated EAFB preference for Alternatives 1 or 1A during public circulation of the Draft EIR/EIS as well as in the Cooperative Agreement dated November 17, 2009.

1.3.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

The only alternative to the Proposed Action that was considered involves relocating the existing electrical lines underground and below the planned SR-58 Expressway Project ramp structure to avoid the potential vertical clearance conflict. However, this alternative has been eliminated from further discussion and consideration for the following reasons.

- 1 Construction activities associated with relocating the electrical wires underground would require more substantial earthwork and excavation resulting in greater potential for environmental effects as well as costs.
- 2 Underground wires present maintenance complications and increased long-term costs for NextEra.
- 3 Construction phasing of the potential wire relocation and the planned SR-58 Expressway Project would present complications due to the required excavation depths for the SR-58 Expressway facility.

1.4 Permits and Approvals Needed

The permits, reviews, and approvals that would be required for the Proposed Action are identified in Table 1-2.

**Table 1-2
Permits and Approvals**

Agency	Permit/Approval	Status
U.S. Department of Defense, Edwards Air Force Base	AFFTC IMT 5926 (Dig Permit)	To be obtained during Plans, Specifications, and Estimate (PS&E) phase by Utilities after identification and resolution of any conflicts
U.S. Department of Defense, Edwards Air Force Base	Real Estate Permit/Lease	To be obtained during PS&E phase by Utilities after identification and resolution of any conflicts

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Chapter 2 Affected Environment

As part of the scoping and environmental analysis carried out for the Proposed Action, the following environmental issues were considered, but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

1. **Land Use:** The site of the Proposed Action is in an unincorporated area in the western portion of the county of San Bernardino, which is classified as “other” land by EAFB (Edwards Air Force Base 2008). The Proposed Action would relocate electric pole structures and overhead lines in close proximity to their existing locations, all of which would be within an existing easement. No land use change would occur as a result of the Proposed Action; however, the larger SR-58 Expressway Project Alternative 1A would result in the conversion of undeveloped land to transportation facilities near the location of the Proposed Action. See Figure 1-2 for a map of the EAFB land that would be converted to transportation right of way as a result of the SR-58 Expressway Project. The closest recreational facility to the site of the Proposed Action is Boron Park, which is over 6 miles to the west. As such, there are no Section 4(f) recreational resources in the vicinity that would be affected as a result of implementation of the Proposed Action.
2. **Growth:** The Council on Environmental Quality regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA), require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth. Because the Proposed Action would relocate electric pole structures and overhead lines in close proximity to their existing locations, implementation of the Proposed Action would not change the existing electricity service and result in growth impacts or indirect impacts. The larger SR-58 Expressway Project EIR/EIS concluded that no substantial project-related growth was anticipated and that any changes to existing businesses at Kramer Junction as a result of displacement or site access issues would not result in substantial long-term increases in commercial or residential density at Kramer Junction or elsewhere in the study area.
3. **Farmlands:** According to the California Department of Conservation’s Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity of the Proposed Action. In addition, there are no areas within the study area under a Williamson Act contract. Therefore, the Proposed Action would have no effect on farmlands. Because no portion of the EAFB property is currently used as farmland or other agricultural use, no effects related to farmland would occur as a result of the Proposed Action or the larger SR-58 Expressway Project.
4. **Community Impacts:** NEPA of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and

aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331(b)(2)). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109(h)) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion and the availability of public facilities and services. Potentially adverse consequences for minority and low-income populations stem from displacement of businesses, which employ low-wage and minority individuals. The Proposed Action would relocate electric pole structures and overhead lines in close proximity to their existing locations. With the exception of possible disruptions to services during the construction period, which would be communicated to customers in advance of such disruptions, no changes in community cohesion or other effects on the community the vicinity of the Proposed Action would result. The larger SR-58 Expressway Project would not involve any relocation or disruption of residents or businesses on EAFB property.

5. **Traffic and Transportation/Pedestrian and Bicycle Facilities:** Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by U.S. Department of Transportation regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities. The Proposed Action would have a negligible effect on traffic, as construction worker and material trips would use roadways in the vicinity of the Proposed Action. However, all work associated with relocating the utility poles would occur at locations closed to traffic and no effects would occur following the completion of the construction period. No effect on pedestrian or bicycle facilities would occur, as there are none in the area. No change in access to EAFB property would occur as a result of implementation of the larger SR-58 Expressway Project.

6. **Visual/Aesthetics:** NEPA of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, aesthetically and culturally pleasing surroundings (42 USC 4331(b)(2)). To further emphasize this point, FHWA, in its implementation of NEPA (23 USC 109(h)), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Potential construction-period visual impacts would result from earthmoving activities, limited removal of vegetation in the construction zone, and other construction activities (e.g., relocation of the electric poles and the presence of construction equipment). These effects would be considered minor. Following construction, the Proposed Action would result in pole structures with increased heights, which would be visible from a greater distance. However, given that the SR-58 Expressway Project would be implemented in close proximity, the height of the new pole structures would have a similar relationship to the new grade as the existing pole structures have to the current grade. Therefore, visual impacts of the Proposed Action would not be substantial. The larger SR-58 Expressway Project would introduce a new expressway on approximately 32 acres of EAFB property, which would include an elevated roadway, westbound on-ramp, and a portion of the overpass structure above US-395.

7. **Hydrology and Floodplain:** The Proposed Action is consistent with the previous SR-58 Expressway Project Alternative 1A Hydrology and Floodplain physical environment analysis of any longitudinal encroachments, risks of action, impacts on natural and beneficial floodplain values, and support of incompatible floodplain development based on information contained in the September 2012 Water Quality Questionnaire-State Route 58 Kramer Junction Expressway Project (Caltrans 2012), the *Location Hydraulic Study* (Caltrans 2012), the *Floodplain Evaluation Report Summary—State Route 58 Kramer Junction Expressway Project* (Caltrans 2012), and the October 2012 *Initial Site Assessment* (ISA) (Caltrans 2012). Measures to avoid and minimize floodplain impacts or to preserve and/or restore any beneficial floodplain values affected by the Proposed Action are included in the state and local regulations, as well as in the overall SR-58 Expressway Project Environmental Commitments Record. No jurisdictional waters, including waters of the U.S. and waters of the State, were identified anywhere in the vicinity of the Proposed Action during the analysis conducted for the SR-58 Expressway Project EIR/EIS. Therefore, no new impacts would occur as part of the Proposed Action.
8. **Water Quality and Storm Water Runoff:** Based on information contained in the September 2012 Water Quality Questionnaire prepared for the SR-58 Expressway Project (Caltrans 2012), the Proposed Action would not affect groundwater, impervious surfaces, storm water runoff, or proposed drainage facilities. Therefore, no new impacts would occur as a result of the Proposed Action. The larger SR-58 Expressway Project EIR/EIS discussed the increase in the impervious surfaces that would result from project implementation, which would include the portion of the new SR-58 Expressway through EAFB property.
9. **Paleontology:** Based on the May 2013 Paleontological Identification Report and Paleontological Evaluation Report prepared for the SR-58 Expressway Project (Caltrans 2013), as well as the Paleontological Study for the Proposed Action prepared in January 2016 (Caltrans 2016), no evidence of fossils was uncovered in the study area during field reconnaissance conducted in 2009 for studies associated with the SR-58 Expressway Project. The stratigraphy of the study area suggests that there is a high potential that the study area contains fossil resources. However, the nature of the Proposed Action is minimal and should not have any measurable effects on paleontological resources, and would not require additional paleontological studies. Within EAFB property, the larger SR-58 Expressway Project would implement a Paleontological Mitigation Plan and a Paleontological Mitigation Report to reduce the potential for impacts related to paleontological resources.

10. **Air Quality:** The Proposed Action would require the use of construction equipment and vehicles for earthmoving activities, pole structure foundation and installation, and worker commute trips, all of which would generate pollutant emissions. However, air quality impacts from construction would be short term in duration and have a limited scope, and would therefore not result in adverse or long-term effects. All applicable provisions related to air quality from the 2015 Caltrans Standard Specifications will be followed during the implementation of the Proposed Action, which are detailed in Section 14-9.02. The project will comply with Mojave Desert Air Quality Management District (MDAQMD) Rule 403 related to fugitive dust, as well as other applicable MDAQMD rules. In addition, the Air Force Instruction (AFI) 32-7040 Air Quality Compliance and Resource Management policy will be followed, which prescribes compliance with applicable air district rules and regulations as well as a discontinuation of grading/ground-disturbing activities when wind speeds exceed 25 miles per hour. As discussed in the EIR/EIS for the larger SR-58 Expressway Project, criteria and precursor emissions would be generated throughout the project limits as a result of construction activities and project operation, which would include emissions associated with construction and operation of the portion of the project that is located within the EAFB property boundaries.
11. **Noise:** Based on the September 2012 *Noise Study Report on State Route 58 from the Kern/San Bernardino County Line to 7.5 miles East of US-395* (Caltrans 2012), all scheduled timing and duration of construction activities will be minimized for noise impacts at noise-sensitive locations. All Standard Specifications for the SR-58 Expressway Project will be followed during the implementation of the Proposed Action, resulting in no additional impacts. As discussed in the EIR/EIS for the larger SR-58 Expressway Project, noise would be generated throughout the project limits as a result of construction activities and project operation, which would include noise related to the portion of the project that is located within the EAFB property boundaries.
12. **Wetlands and Other Waters:** No flowing or standing water was observed along any portion of vicinity of the Proposed Action. Although there are washes or wetlands within the SR-58 Expressway, the Proposed Action will not require a Clean Water Act Section 401 Water Quality Certification permit issued by the Regional Water Quality Control Board, a California Fish and Game Code section 1602 Lake and Streambed Alteration Agreement (1602 permit) issued by the California Department of Fish And Wildlife, or a Clean Water Act Section 404 permit issued by the United States Army Corps of Engineers. All applicable Standard Specifications will be followed during the implementation of the Proposed Action. No adverse effects would occur. As discussed in the EIR/EIS for the larger SR-58 Expressway, no wetlands or other waters were identified within EAFB property boundaries.
13. **Invasive Species:** The vicinity of the Proposed Action contains previously disturbed/graded areas and creosote bush scrub vegetation. All applicable Standard Specifications will be followed during the implementation of the Proposed Action such that the spread or infestation of invasive species would be minimized. No adverse effects would occur. As discussed in the EIR/EIS for the larger SR-58 Expressway Project, the potential for impacts related to invasive species is present, and could occur within the portion of the project that is located within the EAFB property boundaries.

2.1 Human Environment

2.1.1 RELOCATIONS AND REAL PROPERTY ACQUISITION

Regulatory Setting

FEDERAL REGULATION

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d, et seq.). Please see Appendix A for a copy of Caltrans' Title VI Policy Statement.

Affected Environment

The Proposed Action would occur in the existing northwest quadrant of Kramer Junction, where SR-58 meets US-395. The area comprises low-density commercial development, including gas stations and restaurants, which primarily caters to automobile and truck traffic that are present in the area. No additional right of way would be required, as the poles that would be relocated are within an easement maintained with EAFB. As discussed in the EIR/EIS prepared for the SR-58 Expressway Project, the approved Alternative 1A would result in the displacement of an airplane hangar and an automobile salvage yard, neither of which occurs on EAFB property.

Environmental Consequences

BUILD ALTERNATIVE

Under the Build Alternative, the Proposed Action would relocate and replace the two poles and would not cause any households or businesses to be displaced.

NO-BUILD ALTERNATIVE

No households or businesses would be displaced under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.1.2 UTILITIES/EMERGENCY SERVICES

Affected Environment

Information from this section of the document was drawn from the February 2013 *Community Impact Assessment* (Caltrans 2013) prepared for the SR-58 Expressway Project.

NATURAL GAS SERVICE

Pacific Gas & Electric (PG&E) and the Southern California Gas Company provide natural gas service to the study area, as well as the surrounding High Desert area. PG&E serves the northern portion of Kramer Junction, as well as the eastern and western portions of the study area, including the Community of Boron. The southern portion of the study area (south of SR-58) along US-395 is served by the Southern California Gas Company.

South of SR-58, along US-395, natural gas pipelines are owned and operated by the Southern California Gas Company and the Kern River Gas Transmission Company. Natural gas pipelines in the rest of the project area are owned and operated by PG&E and the Mojave Pipeline Operating Company.

ELECTRICAL SERVICE

SCE provides electricity to the project study area. SCE is the nation's second-largest electric utility, based on the number of customers. It serves 4.2 million customers in central and Southern California, including the project area. The utility's 50,000-square-mile service territory has a population of more than 11 million (City of Barstow 2009). SCE maintains a utility substation in the project area at the southwest portion of the existing Kramer Junction, south of SR-58 and west of US-395.

There are several electric transmission lines, transmission towers, and wooden transformer poles in all quadrants of Kramer Junction. Transmission towers tend to be placed in a north-south alignment parallel to US-395 in the study area, while wooden poles and transformer poles tend to align east-west, parallel to SR-58. There is an SCE transmission substation located on a large portion of the southwestern quadrant of Kramer Junction, west of US-395 and south of the Pilot Travel Center.

TELECOMMUNICATIONS

AT&T and Verizon are the telecommunications companies that provide telephone, cable, and internet service for the project study area.

The Digital 395 Middle Mile project is a 583-mile fiber network that was completed through the vicinity of the Proposed Action in 2013 and follows US-395. The project's service area encompasses 36 communities, six Indian reservations, two military bases, 26,000 households, and 2,500 businesses. In addition, 35 public safety entities, 47 K-12 schools, 13 libraries, two community colleges, two universities, 15 healthcare facilities, and 104 government offices will be served, as well as the Sierra Nevada Aquatic Research Lab, the White Mountain Research Station, and the California Institute of Technology Owens Valley Radio Observatory. Unused,

high-capacity fiber will be available to the region's last-mile providers to expand or enhance service to households and businesses, as well as to government agencies or carriers seeking local or long-haul transport.

Environmental Consequences

BUILD ALTERNATIVE

Under the Build Alternative, NextEra would relocate two pole structures and associated overhead lines. Existing structures STR100 and STR101 are proposed to be moved approximately 10 feet from their current locations to the east of US-395. The overhead electrical lines run in a 150-foot easement directly adjacent to the 31.66 acres of vacant land owned by EAFB. The relocation of the poles structures would not change utility service in the area with the exception of potential temporary disruptions of service to customers as the replacement is occurring; all potential disruptions would be communicated in advance to customers. Under the No-Build Alternative, no improvements would be made to electrical pole structures STR100 and STR101. This alternative would not have any adverse impacts on utilities or community facilities and services.

Several utility types require relocation as part of the larger SR-58 Expressway Project so that they can continue to function, including overhead and underground electrical, underground gas, overhead and underground telephone, overhead cable telephone, and underground fiber optic cables. Based on an initial utility search, the following agencies/companies maintain utilities within the project area for the larger SR-58 Expressway Project, which includes the Study Area for the Proposed Action: (1) SCE Distribution/Transmission, (2) AT&T, (3) El Paso Mojave Pipeline Operating Company, (4) PG&E Gas Transmission, (5) San Bernardino County Transmission, (6) Southern California Gas Company Transmission, (7) Southern California Gas Company Distribution, (8) PG&E Transmission and Distribution Ridgecrest, (9) Southwest Gas, and (10) Verizon. Underground utilities that cross the highway would be encased in accordance with Caltrans' policy.⁴

A coordination plan will be established with NextEra. Refer to Chapter 3, Comments and Coordination, for other utility companies that will be included. The coordination plan will include specific measures to minimize any electrical service disruption that would occur with relocation of the existing SCE substation. This coordination plan will be in place and agreed upon by Caltrans before any relocation activities occur as a result of the proposed project.

The larger SR-58 Expressway Project EIR/EIS stated that several utility types would require relocation, including transmission towers, "H" frames, wooden transformer poles, wooden poles, and underground fiber optic cables. In addition, a privately owned water cistern would need to be relocated in order to accommodate the proposed alignment of the westbound off-ramp. However, once project construction is complete and the project is operational, there would be no change to the utility service in the area. None of the utilities requiring relocation identified in the SR-58

⁴ *Department Project Development Procedures Manual. Appendix LL.* Available at: http://www.dot.ca.gov/hq/opdpd/pdpm/apdx_pdf/apdx_ll.pdf.

Expressway EIR/EIS occur on EAFB land with the exception of the NextEra electricity transmission poles and overhead lines, the subject of the Proposed Action.

NO-BUILD ALTERNATIVE

Under the No-Build Alternative, no improvements would be made to electrical pole structures STR100 and STR101. This alternative would not have any adverse impacts on utilities or community facilities and services; however, construction of the SR-58 Expressway Project would result in vertical clearance conflicts with the existing overhead electrical lines operated by NextEra. This would present safety concerns for high clearance vehicles and potential utility interruptions if the existing overhead power lines are damaged by passing vehicles on the planned SR-58 Expressway ramp.

Avoidance, Minimization, and/or Mitigation Measures

In order to prevent unreasonable traffic delays and impacts on emergency access and utilities, the following Caltrans' standard practices would be implemented. In addition, the coordination plan to minimize the effects on NextEra customers will be implemented.

UT-1: Caltrans will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction of the preferred Build Alternative. The affected utility companies may include SCE Distribution/Transmission, AT&T, El Paso Mojave Pipeline Operating Company, PG&E Gas Transmission, San Bernardino County Transmission, Southern California Gas Company Transmission, Southern California Gas Company Distribution, PG&E Transmission and Distribution Ridgecrest, Southwest Gas, and Verizon.

2.1.3 CULTURAL RESOURCES

Regulatory Setting

FEDERAL REGULATION

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include the following.

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 USC 327).

Affected Environment

Section 106 technical studies were completed in 2013 for the SR-58 Expressway Project. These studies included a Historic Property Survey Report (HPSR) (Caltrans 2013), which included a Historical Resources Evaluation Report (Caltrans 2013) and an Archaeological Survey Report (ASR) (Caltrans 2013). Because the study area for the Proposed Action was not included in the original Area of Potential Effects (APE) for the original SR-58 Expressway Project, a 2nd Supplemental HPSR (Caltrans December 2016) and a 1st Supplemental ASR (Caltrans, December 2016) were prepared.

DELINEATION OF THE AREA OF POTENTIAL EFFECT [36 CFR §800.4(A)(1)]

A revised APE for the Proposed Action was established by Laura Chaffin, Professionally Qualified Staff (PQS), Lead Archaeological Surveyor; and Wil Ochoa, Project Manager, on October 7, 2016. The APE maps are located in the 1st Supplemental HPSR.

The APE was expanded to include approximately 2.7 acres needed to accommodate utility relocation activities that would occur under the Proposed Action. Delineation of the APE was determined by the extent of the project footprint. The APE for the SR-58 Expressway Project, initially approved in November 2012, included all project construction and operation areas for the three build alternatives proposed, with minimum of 400-foot of right of way acquisition along the new alignment. The total acreage surveyed within the project APE was 1,673 acres

(677 hectares). The SR-58 Expressway Project APE extends from SR-58 PM 143.5 in Kern County to PM 12.9 in San Bernardino County, as well as ½ mile of US-395 at the SR-58/US-395 junction to accommodate construction signage and flagging. The vertical APE extends from 35 feet above ground surface to 30 feet below ground surface for the construction of two overhead structures at Kramer Junction and above the railroad tracks to the west of Kramer Junction.

SUMMARY OF IDENTIFICATION EFFORTS (36 CFR §800.4(A)(B))

A cultural resources review was performed by PQS Laura Chatterton Chaffin, Lead Archaeological Surveyor, and included a review of relocation plans and location maps, previous project materials, including the APE delineation, Class III Pedestrian Survey, and consultation with San Manuel Band of Mission Indians and EAFB.

A cultural resources literature and records search was conducted June 4, 2007 and February 29, 2012 as part of the Section 106 technical analysis for the SR-58 Expressway Project. This record search area included the area of the revised APE for the Proposed Action. The records search did not identify any previously recorded cultural resources within the revised APE.

A Class III Intensive level pedestrian survey was conducted for the additional 2.7 acres included in the revised APE in transects of 15 meters on September 6, 2016 by Caltrans Archaeologist Kurt Heidelberg. Transects were spaced 15 meters apart, parallel to US-395 in a generally north/south direction. Ground visibility was approximately 90% (good to excellent) due to sparse vegetation coverage. Ground observations include previously graded dirt roads and installation of electric lines. Within the survey area, no cultural resources were discovered on the surface.

NATIVE AMERICAN CONSULTATION (36 CFR §800.4(A)(3))

Native American consultation with the San Manuel Band of Mission Indians has been ongoing since 2007. On September 23, 2016, an email was sent to San Manuel Band of Mission Indians regarding survey details and results. An email response was received September 27, 2016 from Ann Brierty, Cultural Resources Field Manager of the San Manuel Band of Mission Indians to set up a phone call that afternoon to discuss the Proposed Action. After a brief discussion by phone, a draft copy of the survey report was sent via email to San Manuel on September 28, 2016. An email response was received on October 12, 2016. San Manuel Band of Mission Indians requested Cultural Resources Monitoring during pole structure removal and replacement activities. Avoidance, Minimization, and/or Mitigation Measure CR-3 below provides details of Cultural Resources Monitoring. Copies of consultation records are on file at Caltrans District 8.

EDWARDS AIR FORCE BASE CONSULTATION (36 CFR §800.4(A)(3))

Coordination with EAFB began in 2007. By letter dated February 6, 2014, the Base Historic Preservation Officer delegated Section 106 responsibility to Caltrans in accordance with 36 CFR 800.2(a)(2) and 23 USC 327.

Correspondence was sent to the Base Historic Preservation Officer regarding the Proposed Action on March 7, 2016. A response was received the same day requesting a copy of the survey report. A draft copy of the report was sent on October 7, 2016. Copies of consultation records

can be found in Appendix C of the December 2016 1st Supplemental ASR. On June 20, 2016, upon coordination with the EAFB Right of Way Department, Caltrans was given permission to access the utility easement on Assessor's Parcel Number (APN) 049220101 through adjacent parcel APN 049220104. A Permit to Enter APN 049220104 was received July 7, 2016. Copies of permits can be found in Appendix E of the 1st Supplemental ASR.

STUDY FINDINGS AND CONCLUSIONS

As a result of the identification efforts outlined above, no new cultural resources were identified.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant. At that time, the person who discovered the remains will contact Cultural Liaison Gabrielle Duff, DEBC: (909) 383-6933 and Gary Jones, DNAC: (909) 383-7505 so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable.

Environmental Consequences

BUILD ALTERNATIVE

As a result of the identification efforts outlined above for the Proposed Action, no new cultural resources were identified within the revised APE. Therefore, the Build Alternative would result in no effect on Historic Properties.

Section 106 consultation with the SHPO was completed for the larger SR-58 Expressway Project in 2014. In a letter dated June 10, 2014, the SHPO concurred with Caltrans' Finding of No Adverse Effect with Standard Conditions for the Undertaking as a whole. Because the identification efforts for cultural resources discussed above did not identify any new cultural resources in the revised APE, the Proposed Action would not change the Finding of No Adverse Effect with Standard Conditions for the Undertaking. As processed under Section 106, the Proposed Action is part of the larger SR-58 Expressway Project (the documents are supplemental to the original). Therefore, the Finding of No Adverse Effect with Standard Conditions for the Undertaking as a whole applies to the Proposed Action.

As there are no historic properties in the revised APE, there are no new potential historic sites within the revised APE that qualify for Section 4(f) protection. Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because the following historic properties would not

be affected. An ESA Action Plan has been developed for the following resources, as discussed in the 2nd Supplemental HPSR:

- CA-SBR-15073/H; May 22, 2014 (CSO Concurrence)
- CA-SBR-15085; May 16, 2014 (CSO Concurrence)

Though Section 106 responsibility was delegated to Caltrans, the Department of Defense and the US Air Force place extreme importance on the proper management of cultural resources within its purview. If there is an inadvertent discovery (above or below ground) within the property of EAFB, minimization measure CR-4 shall be implemented.

Within the EAFB property boundaries, only one identified archaeological resource is present: CA-SBR-9891, a temporary camp located to the west of the vicinity of the Proposed Action. The site was previously determined not eligible for the National Register of Historic Places, as discussed in the SR-58 Expressway Project EIR/EIS.

NO-BUILD ALTERNATIVE

The No-Build Alternative would not result in temporary or permanent impacts on cultural resources.

Avoidance, Minimization, and/or Mitigation Measures

CR-1: If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, who will then notify the Most Likely Descendant. The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 383-6933 and Gary Jones, DNAC: (909) 383-7505. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

CR-3: Archaeological and Native American monitors shall be present during the Proposed Action activities. In the event that additional cultural deposits are uncovered during construction operations, the archaeological monitor shall be empowered to halt or divert work in the vicinity of the find until the archaeologist is able to determine the nature and the significance of the discovery. Monitors must maintain daily logs to be submitted to Caltrans at the end of work week. A final monitoring report is required when monitoring activities are complete.

CR-4: If there is an inadvertent discovery (above or below ground) within the property of EAFB, the following actions are to immediately occur:

Caltrans shall:

- Immediately cease activity in the area of the discovery.

- Notify the supervising Project Manager.
- Secure the discovery location and establish a 50-foot buffer zone around the discovery.

The Project Manager shall:

- Immediately notify the EAFB Cultural Resource Manager (CRM) of the discovery at (661) 277-1905.
- Confirm that the activity has ceased within 50 feet of the discovery.
- Examine the location of the discovery to ensure that it has been properly secured—take appropriate measures to further secure the location, if needed.
- Await review by the EAFB CRM before returning to work in the area of discovery.
- Cultural artifacts discovered on EAFB lands are the property of the Air Force and will be turned over to the EAFB CRM. Caltrans will also provide the copies of related reports.

2.2 Physical Environment

2.2.1 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.”

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. Structures are designed using Caltrans’ Seismic Design Criteria (SDC), which provide the minimum seismic requirements for highway bridges designed in California. A bridge’s category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans’ Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

Affected Environment

The following discussion was synthesized from the Soil Survey Investigation Report prepared for the Proposed Action (September 2016).

REGIONAL AND SITE GEOLOGY

Kramer Junction is approximately 30 miles north of the City of Adelanto in the Mojave Desert. The Mojave Desert province is characterized by an interior region of isolated mountain ranges separated by expanses of desert plains. In general, the province has an interior enclosed drainage and many playas. Two important fault trends control topography in the Mojave province, one being a prominent northwest/southeast trend and the other a secondary east-west trend. The study area is generally underlain by recent age alluvium made up of weathered rock and sand.

The study area, as is most of Southern California, is located in a seismically active area. According to the California Department of Conservation, California Geological Survey Preliminary Fault Activity Map of San Bernardino, the nearest recently active faults include the Kramer Junction Area Faults and South Lockhart Fault (CDMG 1994). According to the California Department of Conservation, the study area is not within an Alquist-Priolo Special Studies Zone (A-P Zone) (CGS 2016). The nearest A-P Zone is the South Lockhart Fault, which intersects SR-58 approximately 7 miles east of the Kramer Junction intersection (CDMG 2000). These and other faults are capable of generating substantial seismic events (greater than 5.0 magnitude).

Groundwater is anticipated to flow north/northeast, generally mimicking surface topography of the Kramer Junction area. According to the GeoTracker website, depth to groundwater is reported to be approximately 70 feet below ground surface (bgs) in wells near the area of Kramer Junction (DWR 2016a) with a historical high groundwater elevation reported at 64.5 feet bgs in 2012 (DWR 2016b).

Based on the Soil Survey Investigation Report (September 2016), the field investigation was conducted on August 30, 2016. A soil survey site investigation was conducted to evaluate the potential presence of specific constituents of potential concern (COPCs) in subsurface soils on an EAFB parcel (APN: 0492-201-01) on which the Proposed Action would occur.

A total of two soil borings were advanced using hand auger and Direct Push Technology drilling methods. Both soil borings were initially advanced using a hand auger to clear the borings to a depth of 5 feet bgs. Upon reaching the 5-foot depth, the borings were further advanced using Direct Push Technology to the proposed depth of 8 feet bgs. All soil samples were collected directly from the hand auger bailer. Soil samples for volatile organic compounds analysis were taken directly from the bottom of the hand auger bailer and placed in clean 8-ounce jars and sealed with a Teflon screw cap lid. Remaining soil was discharged to a clean Ziplock 1-gallon bag, manually homogenized, then discharged to 8-ounce laboratory certified clean glass jars for analysis of non-volatile COPCs.

The soils encountered during sampling were generally tan to light brown in color and consisted primarily of fine- to medium-grained silty sands with trace amounts of coarse-grained sands. No chemical odors or evidence of staining were noted at any of the soil samples collected within the study area. Groundwater was not encountered in any of the boreholes and is not expected to be present in shallow soils.

Environmental Consequences

BUILD ALTERNATIVE

Under Build Alternative, NextEra would relocate two pole structures and associated overhead lines. Excavations required to place the new pole structures would have a maximum depth of 10 feet. The relocation of the pole structures would not need any special requirements warranted to protect construction workers from exposure to the COPCs in soil during utility relocations other than the normal safety practices associated with any utility and grading construction project.

Based on the findings of the soil survey site investigation discussed above, the soil does not exhibit a characteristic of hazardous waste. Furthermore, the slightly elevated arsenic concentrations (up to 8.6 milligrams per kilogram) are believed to reflect natural concentrations and are not likely the result of anthropogenic contamination.

Within EAFB property boundaries, the larger SR-58 Expressway Project would involve grading, construction of a new elevated roadbed, and foundations for the new crossing over US-395, which would involve disruptions to the existing soil. However, all earthwork in the area would be performed in accordance with Section 19, Earthwork, of the Caltrans Standard Specifications 2015 Manual and/or the requirements of applicable government agencies.

NO-BUILD ALTERNATIVE

Because no work would be conducted under this alternative, this alternative would not have any adverse impacts on soil.

Avoidance, Minimization, and/or Mitigation Measures

Standard safety practices associated with any utility and grading activities will be followed. The following minimization measures will be implemented as discussed in at the beginning of Chapter 2.

GEO-3: Use non-hazardous dust suppression palliatives approved by Edwards AFB and water on an as-needed basis to suppress wind-blown dust generated at the site during construction. Dust suppression palliatives are materials that work by either agglomerating the fine particles, adhering/binding the surface particles together, or increasing the density of the surface material; and

GEO-4: Implement erosion control measures during construction, including stabilization of construction areas, employing a concrete wash out area, as needed, and tire washes near the entrance to existing roadways.

2.2.2 HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials including hazardous substances and wastes are regulated by many federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

Section 121(d) of CERCLA requires that remedial action plans include consideration of more stringent state environmental “Applicable or Relevant and Appropriate Requirements” (ARARs). The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with ARARs during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

In addition to the acts listed above, Executive Order 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

The information in this section summarizes the October 2016 Phase I Initial Site Assessment (Phase I ISA) prepared for the Proposed Action. The purpose of the Phase I ISA is to identify

recognized environmental conditions (RECs), as defined by American Standard Testing Methods (ASTM) international Designation E1527-13. ASTM describes responsibilities of the user to complete certain tasks in connection with the performance of “All Appropriate Inquiries” into the property. The ASTM standard requires that the environmental professional request information from the user on the results of those tasks because that information can assist in the identification of RECs, controlled RECs, Historic RECs, or *de minimus* conditions in connection with the property. The REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing releases, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property, even if those substances are present under conditions in compliance with environmental laws.

The study area evaluated in the Phase I ISA is the area in which NextEra plans to conduct power transmission pole relocations. The property is identified as APN 049-220-101 located on EAFB land, which has been leased to NextEra and is zoned for commercial use. Surrounding properties are a mix of vacant and commercial properties. Caltrans will not be taking title to the property, but will be entering into an agreement for a construction easement. Therefore, the discussion of RECs in the report is relative to the easement and Caltrans construction activities, with a specific focus on whether RECs exist within the easement and within the depth of planned construction subsurface disturbance

SITE RECONNAISSANCE

As part of the Phase I ISA, a site reconnaissance study of the environmental footprint was conducted on October 7, 2016 to determine site conditions. Access to the property was unrestricted, because it is an open vacant lot. The property consists of approximately 5.5 acres of primarily undeveloped, desert land. Three sets of power transmission poles for power lines are located in the center of the property. Vegetation at the property appeared to consist of natural desert scrub brush and weeds. The property is used as an easement for NextEra for power transmission lines.

The property reconnaissance focused on observation of current conditions and observable indications of past uses and conditions that may indicate the presence of a REC. The property reconnaissance was conducted on foot and utilized the following methodology to observe the property:

- Traverse the outer property boundary.
- Traverse transects across the property.
- Traverse the periphery of all structures on the property, if applicable.
- Visually observe accessible interior areas expected to be used by occupants or the public, maintenance and repair areas, utility areas, and a representative sample of occupied spaces, if applicable.

Vegetation at the property appeared to consist of natural desert scrub brush and weeds. The weather was clear and warm. Table 2.2-1 summarizes observations during the Property reconnaissance related to potentially hazardous substances and petroleum products.

**Table 2.2-1
Observations Related to Hazardous Substances and Petroleum Products**

Observations	Description/Location
Hazardous Substances and Petroleum Products as Defined by CERCLA 42 USC 9601(14)	None observed.
Drums (≥ 5 gallons)	None observed.
Strong, Pungent, or Noxious Odors	None detected.
Pools of Liquid	None observed.
Unidentified Substance Containers	None observed.
PCB-Containing Equipment	None observed.
Other Observed Evidence of Hazardous Substances or Petroleum Products	None observed.

Exterior observations were made during the property reconnaissance, which is summarized in Table 2.2-2. No visible evidence of existing or former underground storage tanks, other underground structures, or aboveground storage tanks was encountered during property reconnaissance.

**Table 2.2-2
Observations and Disruption**

Observations	Description
On-Property Pits, Ponds, or Lagoons	None observed.
Stained Soil or Pavement	None observed.
Stressed Vegetation	None observed.
Waste Streams and Waste Collection Areas	None observed.
Solid Waste Disposal	Observed several piles (maximum dimensions of 10 feet in diameter by 2 feet high) of concrete debris, soil debris, and wood debris (unknown sources).
Potential Areas of Fill Placement	No mounds, piles, or depressions suggesting the placement of fill material were observed on the property.
Wastewater	No exterior wastewater discharge was observed.
Stormwater	No evidence of stormwater runoff was observed.
Wells	No wells were observed on the property.
Septic Systems	No visible evidence of the existence of a septic system was observed.
Other Exterior Observations	Three sets of power poles (with accompanying lines) are located across the property. Concrete debris, soil debris, and wood debris (unknown sources) are located near the northern and southern ends of the property.

RECONNAISSANCE OF ADJOINING PROPERTIES

As viewed from the property and/or from public rights of way, the following observations about existing or past uses and activities on adjoining properties were made.

**Table 2.2-3
Summary of Adjoining Properties**

NORTH	Adjacent: undeveloped land; more distant: waste disposal ponds and solar fields.
SOUTH	Adjacent: undeveloped land; more distant: railroad tracks.
EAST	Antique business and small aircraft hangar. Evidence of past uses: The yard at the adjacent antique business/hangar contains wood, metals, plastic debris, old vehicles (non-operational and operational), and fuel sources for vehicles and small aircraft (located near the hangar). Observed multiple 55-gallon drums, aboveground storage tanks (appeared empty and stored on site), and wood, pipe, and plastic stored just to the west side of the parcel fence line. The drums, aboveground storage tanks, and fuel sources appear to be located over 100 feet from the property.
WEST	Undeveloped land.

LEAD-BASED PAINT

Concern for lead-based paint (LBP) is primarily related to residential structures. The U.S. Environmental Protection Agency's (EPA's) Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR 745) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight.

The risk of lead toxicity in LBP varies based upon the condition of the paint and the year of its application. The U.S. Department of Housing and Urban Development has identified the following risk factors:

- The age of the dwelling as follows: maximum risk is from paint applied before 1950.
- There is severe risk from paint applied before 1960.
- There is moderate risk from deteriorated paint applied before 1970.
- There is slight risk from the paint that is intact but applied before 1977.
- The condition of the painted surfaces.
- The presence of children and certain types of households in the building.
- Previously reported cases of lead poisoning in the building or area.

Because the property is undeveloped, further assessment of LBP issues does not appear to be warranted.

ASBESTOS

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of

other materials commonly used in construction. The greatest asbestos-related human health risks are associated with friable asbestos, which is asbestos that can be reduced to powder by hand pressure. Friable asbestos can become airborne and be inhaled, and has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.

During grading activities at the property, samples of suspect asbestos-containing material, from underground utilities if found, should be collected for laboratory analysis of asbestos prior to any renovation or demolition, in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants regulations.

RADON

Radon is a colorless, tasteless radioactive gas with an EPA-specified action level of 4.0 PicoCuries per liter of air for residential properties. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is primarily associated with its rate of accumulation within confined areas near or in the ground, such as basements, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure. The radon concentrations in buildings and homes depend on many factors, including soil types, temperature, barometric pressure, and building construction (EPA 1993).

Reviewed regional data published by EPA and reported in the Phase I ISA indicate that the property is located in Zone 2 and is considered to have moderate potential for radon. The property is currently undeveloped; as a result, no further investigation into radon is warranted.

FLOOD ZONES

The property is not within a 100- or 500-year flood plain. The nearest surface water would be in Harper Dry Lake, approximately 14 miles east of the property.

PESTICIDES

The Phase I ISA did not identify obvious historical agricultural use on the property. Therefore, it is unlikely that pesticides were used and/or are still present on the property.

LOCAL/REGIONAL ENVIRONMENTAL RECORDS

Local regulatory agencies were contacted for reasonably ascertainable and practically reviewable documentation regarding environmental condition at the subject site and adjacent facilities. Given the characteristics of the site of the Proposed Action, the following agencies were contacted for documentation, as shown in Table 2.2-4.

**Table 2.2-4
Coordination with Agencies Regarding Environmental Records**

Agency	Description of Information	Potential of RECs Identified
California Department of Toxic Substances Control (DTSC)	DTSC Envirostor reported no files were available for the property or adjacent properties. The nearest site in the Envirostor database was reported to be a military site approximately 1/3 mile east of the property. The site is listed as INACTIVE-Needs evaluation. The site is cross gradient and approximately 1/3 mile east of the property.	Unlikely
San Bernardino County Department of Environmental Health Services	The preparers of the Phase I ISA submitted a records request to the San Bernardino Department of Environmental Health Services department in an effort to review any files available for the property. No response has been received as of the writing of this report. However, information obtained through other historical sources provides adequate information pertaining to the conditions at the property. If a response is received that changes the conclusions of the Phase I ISA, Caltrans will be notified and an amendment memo containing the new findings will be submitted.	No response; assumed to be unlikely unless notified otherwise.
San Bernardino County Building and Safety Department	According to department staff, the APN is listed in its database as government land and contains no permit history.	Unlikely
San Bernardino County Fire Department Hazardous Materials Division	No response has been received at the writing of their report. However, information obtained through other historical sources provides adequate information pertaining to the conditions at the property. If a response is received that changes the conclusions of the ISA report, Caltrans will be notified and an amendment memo containing the new findings will be submitted.	No response; assumed to be unlikely unless notified otherwise.
Regional Water Quality Control Board (RWQCB) Lahontan Region	RWQCB Lahontan Region personnel responded to the file review request for the property indicating there were no records responsive to the request. In addition, the GeoTracker database did not report any records or issues on the property.	Unlikely
Department of Oil, Gas and Geothermal Resources (DOGGR)	A search of the Digital Online Mapping System (DOMS) provided on the DOGGR website was conducted in an effort to evaluate if there are any known oil wells in the property vicinity. According to the DOMS, no known oil wells are identified at the property or adjacent properties. The nearest mapped well, the George H. Marsh plugged oil & gas well, is mapped approximately 0.5 mile to the east of the property.	Unlikely

Environmental Consequences

BUILD ALTERNATIVE

Following construction of the Proposed Action, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the Proposed Action involves relocating utility structures STR100 and STR101, the two pole structures, and associated overhead lines only. The storage of toxic materials or chemicals is not a proposed component of the Proposed Action. The Proposed Action is not anticipated to increase the potential hazardous materials in the project area. Hazardous wastes are regulated under existing programs and would not be affected by the Build Alternative.

The following environmental observations and conclusions were made during the preparation of the Phase I ISA:

- Identified multiple piles of soil and debris on the property. This is not considered a REC, but rather an item of note. If proposed pole relocation and highway construction activities encroach in areas where these materials are located, it is recommended that the soil and debris piles (wood, concrete, plastics) are removed and properly disposed of off site.
- EAFB OU7, Site 469, is located on the property. Site 469 was noted in a previous ISA (2015) as being located on the property. This site was identified as a surface dump area with debris, equipment, and a trench with septic-type odors. EAFB conducted soil investigations and did not identify any significant impacts. As of August 2, 1999, the stored equipment had reportedly been removed and the open trench decommissioned and graded. Based on the removal of the equipment related to the dump site and based on the absence of chemically impacted media, no further investigation was recommended for Site 469. According to information obtained from DTSC's Envirostor database, Site 469 was issued a "no further action" status by DTSC on May 31, 2001. As a result of these findings, Site 469 is not considered a REC.
- Four Corners Services (aka antique business/hangar) is adjacent to the property. Observed multiple 55-gallon drums, extensive amounts of metal, wood, and plastics, fuel near the hangar, aboveground storage tanks (appeared empty and stored on site), and wood, pipe, and plastic stored just to the west side of the parcel fence line. The fuel sources appear to be over 100 feet from the property. Based on the fact that the fuel appears to be greater than 100 feet from the property, and also greater than 200 feet from the nearest power transmission poles, and the fact that the site is not listed in the RWQCB Geotracker database or with EDR as having any spills or releases, this facility is not considered a REC with respect to the property.
- Railroad tracks are located south of the property. The south property line is approximately 80 feet north of a set of railroad tracks. The first set of power transmission poles on the property is approximately 200 feet north of the railroad tracks. According to the historical aerial photograph and topographic map reviews, the railroad has been located south of the property since at least 1937. Due to the distance to the first set of power transmission poles and provided the proposed pole relocation and highway construction activities do not encroach to the south property boundary, the railroad tracks are not considered a REC.

As discussed above, there are no RECs in close proximity to the footprint of the Proposed Action. Furthermore, the Soil Survey Investigation Report prepared for the Proposed Action (September 2016) indicates that the soil does not exhibit any characteristics of hazardous waste. As such, the Proposed Action would not result in adverse effects.

Within EAFB property boundaries, the larger SR-58 Expressway Project would involve grading and earthwork activities, which could disturb contaminated soils. As discussed in the EIR/EIS, soil samples from the February 2014 PSI Report did not indicate the existence of a significant release of chemicals to subsurface soils as a result of historical railroad activities, and any impacts encountered at the time of construction activities are expected to be minor and limited in extent.

No-Build Alternative

Under No-Build Alternative, the site of the Proposed Action would not be disturbed and no long-term effects involving hazardous materials would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required. Consistent with Caltrans standards, the soil and debris piles (wood, concrete, plastics) will be removed and properly disposed of off site.

2.3 Biological Environment

2.3.1 NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. The emphasis of this section should be on the ecological function of the natural communities within the area. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are area of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the federal Endangered Species Act are discussed below in the Threatened and Endangered Species section [2.3.4]. Wetlands and Other Waters are not discussed, as described at the beginning of Chapter 2.

Affected Environment

Unless otherwise noted, the information from this section summarizes the September 2016 Natural Environment Study-Minimal Impacts (NES-MI) prepared for the Proposed Action.

Caltrans identified that the biological study area (BSA) as the same as the Work Area/Study Area in Figure 2 of the September 2016 NES-MI. There is also a Direct Impact Area (DIA) where work would occur (such as staging, storage, drilling, lifting, and moving materials), which would be determined by the work crews on site. The area adjacent to the poles (about 30 feet radius) and the informal dirt road between the poles is considered part of the DIA.

The bioregion is the Mojave Desert. Common habitats of the Mojave bioregion include: creosote scrub (also known as Mojave Desert scrub), scattered desert saltbush, Joshua tree scrub, alkali scrub, palm oasis, juniper-pinyon woodland, and some hardwood and conifer forests at higher elevations. Disturbed and creosote bush scrub vegetation communities were identified within the BSA, which are described below.

Disturbed: There are portions of the BSA that consist of weedy, disturbed areas, or even areas devoid of vegetation due to maintenance or long-term compaction. This is especially true of Kramer Junction, as it contains corresponding road shoulders of the highways, existing dirt access roads, and proximity to residential and commercial development. A higher density of non-native grasses occurs in these areas. Mediterranean grass (*Schismus barbatus*), red brome (*Bromus madritensis* ssp. *rubens*), red stemmed filaree (*Erodium cicutarium*), and ripgut grass (*Bromus diandrus*) are common species in these areas.

Creosote Bush Scrub: This plant community exists on site. This community is characterized by fairly open stands of creosote bush and typically occurs in well-drained, sandy soils below 4,000 above sea level. Within the BSA, associated plant species include: creosote bush (*Larrea tridentata*), allscale (*Atriplex polycarpa*), cheese bush (*Hymenoclea salsola*), desert trumpet (*Eriogonum inflatum*), Joshua tree (*Yucca brevifolia*), peach thorn (*Lycium cooperi*), and slender stemmed buckwheat (*Eriogonum gracillimum*), with understory species including blazing star

(*Mentzelia affinis*), common fiddleneck, and goldfields. Low non-native annual grass cover was observed in the understory.

HABITAT CONNECTIVITY

There is desert habitat surrounding the BSA but there are also commercial structures to the south and east. For wildlife connectivity purposes, there are no large walls or fences to inhibit crossing of the roads or the railway, but these can still be a major cause of mortality for land animals. In the BSA there are no bridges or culverts (larger than 3 feet in diameter).

Environmental Consequences

BUILD ALTERNATIVE

Under Build Alternative, NextEra would relocate two pole structures and associated overhead lines. The relocation of the poles structures would not affect any natural vegetation community of concern, as none are present in the BSA. Because the Build Alternative would involve a minor relocation of utilities in the vicinity, the Build Alternative would result in negligible impacts related to animal movement and habitat fragmentation along US-395 and SR-58. The Proposed Action would not have adverse effects related to natural communities.

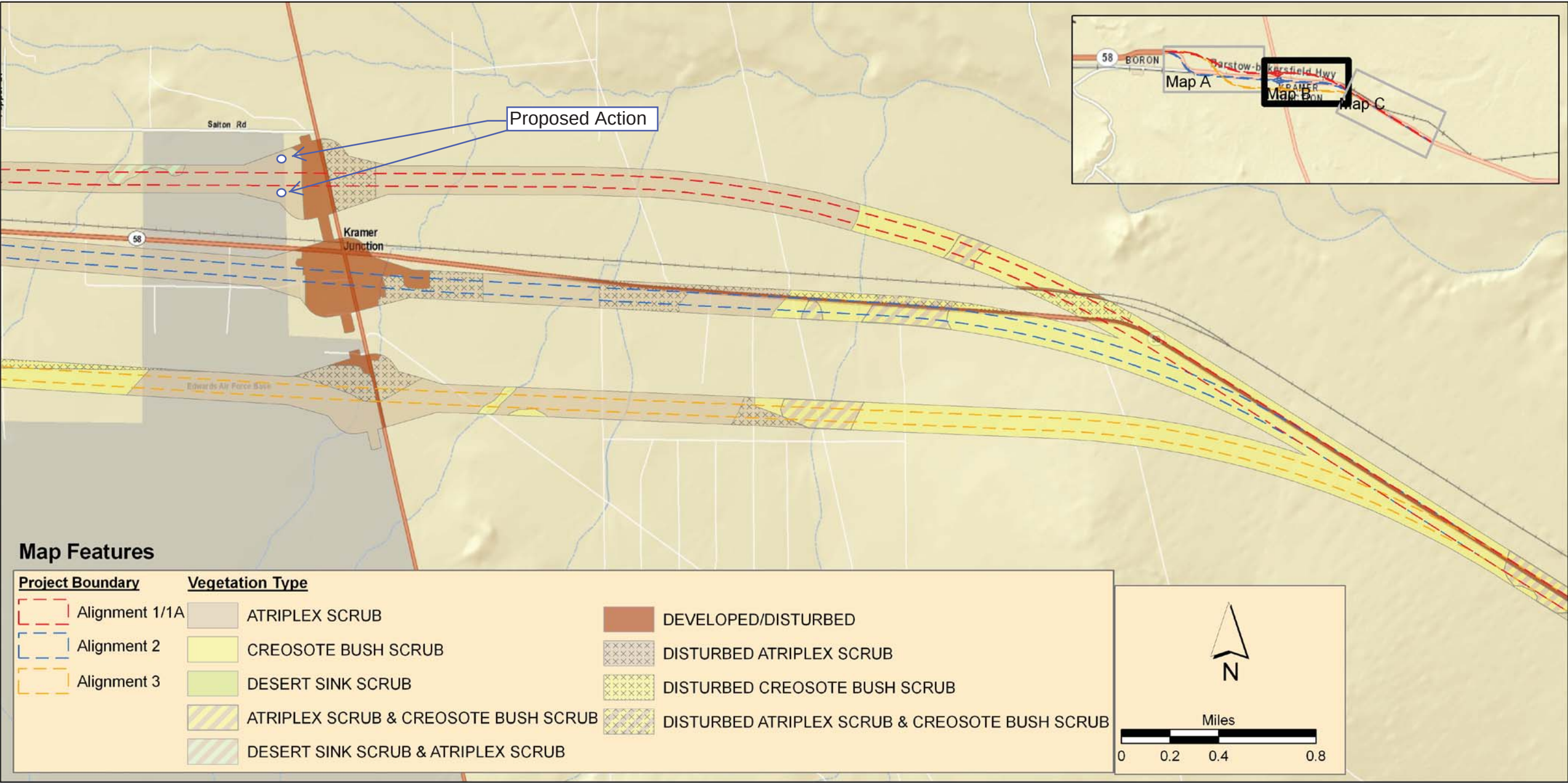
Within EAFB property boundaries, the larger SR-58 Expressway Project would involve grading and earthwork activities and the permanent use of habitat suitable for atriplex scrub and creosote bush scrub vegetation communities, as shown in Figure 2.3-1.

NO-BUILD ALTERNATIVE

Under the No-Build Alternative, no permanent impacts on natural vegetation communities of concern or animal movement/habitat fragmentation would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.



Source: ECORP Consulting, INC 2009

Figure 2.3-1. Vegetation Communities in the Vixiniry of the Proposed Action

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2.3.2 PLANT SPECIES

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) is responsible for the protection of federally listed special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. “Special status” is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to species that are formally listed or proposed for listing as endangered or threatened under the federal Endangered Species Act (FESA). Please see Section 2.3.4, *Threatened and Endangered Species*, in this document for detailed information about these species.

This section of the document discusses all federally protected special-status plant species, including USFWS candidate species.

The regulatory requirements for FESA can be found at 16 USC, Section 1531, et seq. See also 50 CFR 402.

Affected Environment

The area surrounding the existing utility poles or the part of the DIA is disturbed. Evidence of vehicles being driven in the DIA and evidence of debris were observed in the area. There is no vegetation in the DIA.

A reconnaissance field survey was conducted by Caltrans Biologist Kenneth Holmes on August 18, 2016. The Caltrans Biologist walked the BSA and documented the observable flora, fauna, and habitat suitability for federal- and state-listed species. No protocol species surveys were conducted.

Table 2.3-1 identifies the plant species of concern that could be present in the area based on the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), and also the potential of habitat occurrence in the immediate vicinity of Proposed Action construction activities.

Table 2.3-1
Special-Status Plant Species Present in the Vicinity of the Proposed Action

Scientific Name	Common Name	Federal List	California List	Rare Plant Rank	Other Status	General Habitat	Micro Habitat	Potential Habitat in area
<i>Canbya candida</i>	white pygmy-poppy	None	None	4.2	SB_RSABG; USFS Sensitive	Joshua tree woodland, Mojavean desert scrub, pinyon and juniper woodland.	Sandy places. 600–1460 meters.	No
<i>Cymopterus deserticola</i>	desert cymopterus	None	None	1B.2	BLM Sensitive	Joshua tree woodland, Mojavean desert scrub.	On fine to coarse, loose, sandy soil of flats in old dune areas with well-drained sand. 630–1500 meters.	No
<i>Eriophyllum mohavense</i>	Barstow woolly sunflower	None	None	1B.2	BLM Sensitive; SB_RSABG; SB_USDA	Chenopod scrub, Mojavean desert scrub, desert playas.	Mostly in open, silty or sandy areas w/saltbush scrub, or creosote bush scrub. Barren ridges or margins of playas. 605–2000 meters.	No
<i>Loeflingia squarrosa</i> var. <i>artemisiarum</i>	sagebrush loeflingia	None	None	2B.2	BLM Sensitive	Great Basin scrub, Sonoran desert scrub, desert dunes.	Sandy flats and dunes. Sandy areas around clay slicks w/Sarcobatus, Atriplex, Tetradymia, etc. 700–1615 meters.	No
BLM = Bureau of Land Management SB_RSABG = San Bernardino Rancho Santa Ana Botanic Garden SB_USDA = San Bernardino U.S. Department of Agriculture USFS = U.S. Forest Service Source: September 2016 NES-MI								

DESERT CYMPTERUS (*CYMPTERUS DESERTICOLA*)

Desert cympterus is a Bureau of Land Management (BLM) sensitive and a California Native Plant Society (CNPS) List 1B.2 species, which includes plants that are rare and fairly endangered in California with 20 to 80% occurrences threatened (Skinner and Pavlik 1994). CNPS is a private organization with no state or federal jurisdiction dedicated to the conservation of native plants. Desert cympterus is a perennial herb found in creosote bush scrub and Joshua tree woodland at elevations between 2,050 and 2,986 feet (625 and 910 meters). This species typically blooms in April, but may have identifiable features throughout the year because it is a perennial.

Desert cympterus has been reported in widely scattered, highly dispersed, small populations in the western Mojave area. This species ranges from Apple Valley, San Bernardino County, northward approximately 55 miles (89 kilometers) to Cuddeback Lake basin, San Bernardino County, and westward approximately 45 miles (73 kilometers) to the Rogers and Buckhorn Lake basins on EAFB, Kern and Los Angeles Counties (Bagley 1995; BLM 1997; Dames and Moore 1993). The known existing portion of the range, not including Apple Valley, occurs in three adjacent areas: the Rogers Lake basin (including the small Buckthorn Lake area to the west and the Kramer Hills to the east), the Harper Lake basin, and the Cuddeback Lake basin. This extant portion of the range extends approximately 40 miles (65 kilometers) east-west and 35 miles (56 kilometers) north-south. The largest of these areas, according to Bagley (1995), is in the Rogers Dry Lake basin outside the project area. According to MacKay (2003), greater than 90% of the known occurrences of this species are on EAFB.

Development (solar, expansion of EAFB, and other private development), off-highway recreational vehicles, and grazing are the major threats to this species.

Desert cympterus has multiple occurrence records within the rare plant surveys of the larger SR-58 Expressway Project. However, there were no occurrences in the current BSA. No individuals were observed by the biologist during the field survey.

BARSTOW WOOLLY SUNFLOWER (*ERIOPHYLLUM MOHAVENSIS*)

Barstow woolly sunflower is a BLM sensitive species and a CNPS List 1B.2 species, which means it is rare and fairly endangered in California with 20 to 80% occurrences threatened. Barstow woolly sunflower has no formal listing by USFWS or CDFW. It is an endemic annual herb found in desert atriplex scrub, Mojave desert scrub, creosote bush scrub, and desert playas (desert sink scrub). This species ranges in elevation from 1640 to 2953 feet (500 to 900 meters) above mean sea and typically blooms from April to May.

The vast majority of the range of the Barstow woolly sunflower lies within federal lands managed by BLM or the Department of Defense. A portion of the range is protected in a small, fence enclosed Area of Critical Environmental Concern (Emery and Rado 1982). The most recent study for Barstow woolly sunflower was conducted in 1998 (André 1998) along the south side of SR-58, roughly 20 miles (32.2 kilometers) west of Barstow, San Bernardino County in the southeast quadrant of the southeast quadrant of Section 30 of T10N, R4W of the Barstow quadrangle for eight consecutive years (1991–1998). More than 2,400 plants were observed in

1991, following above-average spring precipitation. Results indicated population density was strongly correlated with the amount of winter precipitation. In addition, the results of the study conducted by Tetra Tech, Inc. (1995) revealed the soil type strongly associated with this species has more clay within the upper layers, high alkalinity, high boron concentrations, and a hard consistency when compared to adjacent soil types. It is suggested that the hardpan layer acts to exclude shrubs and creates the open spaces where Barstow woolly sunflower most commonly grows (Tetra Tech 1995).

Specific threats to the Barstow woolly sunflower are fragmentation of its habitat by scattered development and widespread off-highway travel, which are long-term problems.

Barstow woolly sunflower has multiple occurrence records within the larger SR-58 Expressway Project, was observed in the larger project's survey, and was found to occur north of SR-58 and west of US-395. This plant is nearly restricted to desert sink scrub (high alkalinity) areas integrating with the surrounding atriplex scrub communities.

Environmental Consequences

BUILD ALTERNATIVE

The field survey for the Proposed Action conducted by the biologist yielded no individuals within the BSA. Even after evaluating the larger SR-58 Expressway Project boundaries, no Barstow woolly sunflowers were found within BSA of the Proposed Action. The Build Alternative could affect the number of individuals of desert cymopterus and Barstow woolly sunflower if encountered. However, with implementation of minimization measures Bio-1 through Bio-4, no adverse effects would occur.

As discussed in the SR-58 Expressway Project EIR/EIS, within EAFB property boundaries, the larger SR-58 Expressway Project would involve grading and earthwork activities and the permanent use of areas known to contain rare plant species, including crowned muilla and Mojave spineflower (see Figure 2.3-2).

NO-BUILD ALTERNATIVE

No construction activities would be undertaken, and no effects would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures will be implemented to protect the special-status plants that could be present.

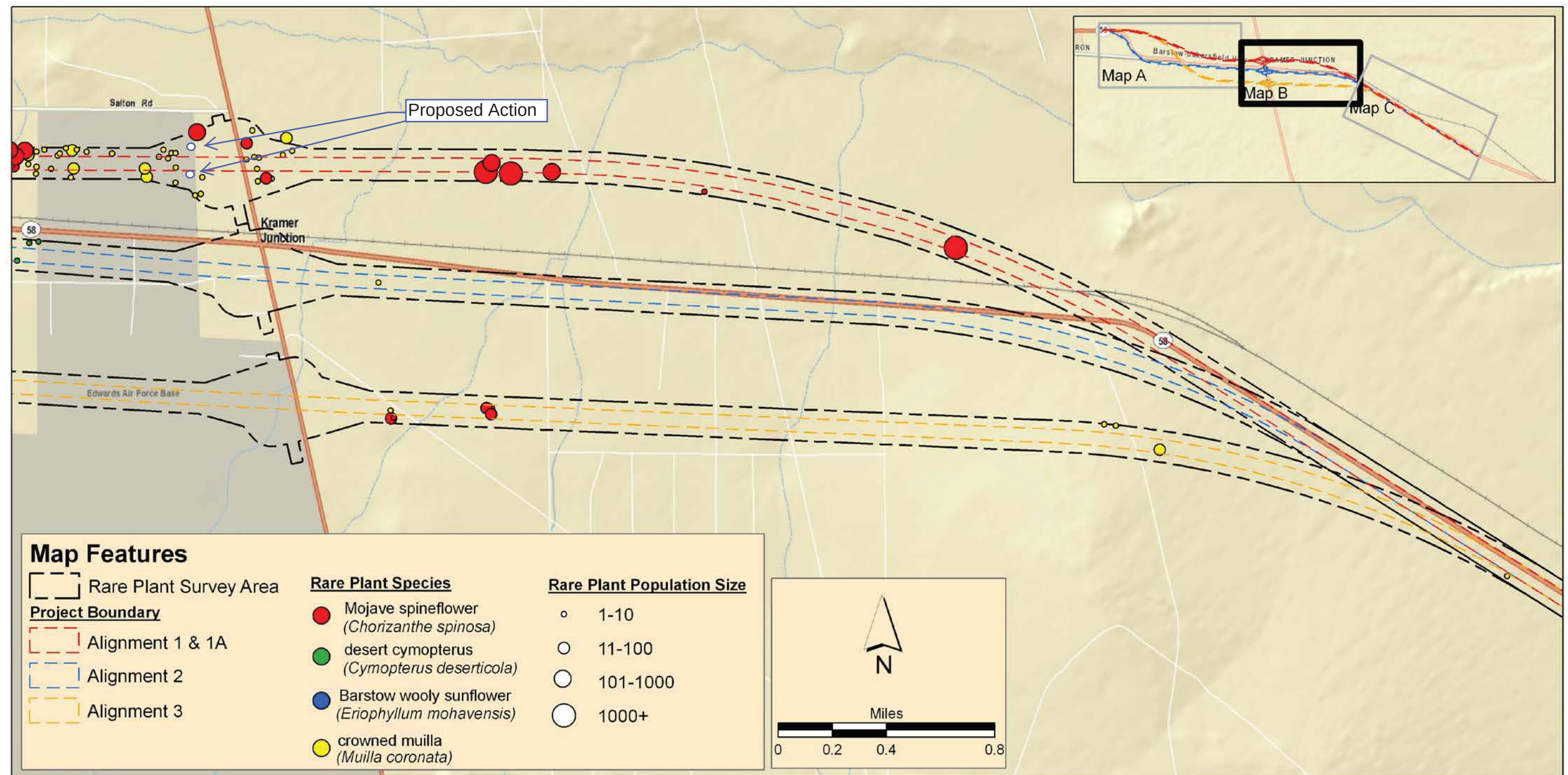
Bio-1: The Proposed Action's work is anticipated to occur in the indicated work area. Access to the work area will be gained where granted to NextEra and a biologist by EAFB.

Bio-2: A qualified biologist must survey work areas every day before crews begin working. If listed or special-status species are found, then the biologist must inform the engineer (or other authority in charge of the work activities) to avoid those resources.

Bio-3: A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on desert cymopterus.

Bio-4: A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on Barstow woolly sunflower.

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Source: ECorp Consulting, INC and Caltrans, 2009

Figure 2.3-2. Rare Plant Occurrences in the Vicinity of the Proposed Action

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2.3.3 ANIMAL SPECIES

Regulatory Setting

Many federal laws regulate impacts on wildlife. The USFWS and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the FESA. Species listed or proposed for listing are discussed in the Threatened or Endangered Species section (Section 2.3.4). All other federally protected special-status animal species are discussed here, including USFWS and/or NMFS candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

Affected Environment

A CDFW CNDDDB search was conducted for the Kramer Junction U.S. Geological Survey 7.5-minute quadrangle. Table 2.3-2 identifies the non-threatened, non-endangered special-status animal species that have occurred within the quadrangle, as well as the potential for habitat within the vicinity of the Proposed Action.

The reconnaissance field survey of the Proposed Action BSA conducted on August 18, 2016 by Caltrans biologist Kenneth Holmes indicated some avian species flew overhead, scavenged the ground, or sojourned on anthropogenic structures, but no other animal species were seen during the site visit. A few ground holes or small rodent burrows were identified in certain areas of the BSA.

All of San Bernardino County is outside of NMFS jurisdiction.

**Table 2.3-2
Special-Status Animal Species Present in the Vicinity of the Proposed Action**

Scientific Name	Common Name	Federal List	California List	Other Status	General Habitat	Micro Habitat	Potential Habitat in area
<i>Bombus crotchii</i>	Crotch bumble bee	None	None		Coastal California east to the Sierra-Cascade crest and south into Mexico.	Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	No
<i>Falco mexicanus</i>	prairie falcon	None	None	CDFW Watch List; IUCN Least Concern; USFWS Bird of Conservation Concern	Inhabits dry, open terrain, either level or hilly.	Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.	Foraging habitat possible but no nesting habitat
IUCN = International Union for the Conservation of Nature Source: September 2016 NES-MI							

Environmental Consequences

BUILD ALTERNATIVE

No non-endangered/non-threatened special-status animal species have been identified as likely to occur in close proximity to the area where construction activities for the Build Alternative would occur. With the implementation of minimization measures Bio-1 through Bio-4 identified above, effects on any animal species would be minimized. As such, adverse effects on such species would not occur.

The larger SR-58 Expressway Project was determined to result in the removal of suitable habitat for burrowing owl, loggerhead shrike, Le Conte's thrasher, and American badger. Some of this habitat occurs on the approximately 33-acre portion of EAFB property that would be acquired for implementation of the SR-58 Expressway Project.

NO-BUILD ALTERNATIVE

No construction activities would occur under the No-Build Alternative, and no effects would occur.

Avoidance, Minimization, and/or Mitigation Measures

Minimization measures Bio-1 through Bio-4 will be implemented.

2.3.4 THREATENED AND ENDANGERED SPECIES

The primary federal law protecting threatened and endangered species is the FESA: 16 USC 1531, et seq. See also 50 CFR 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as Caltrans, as assigned by FHWA, are required to consult with USFWS and NMFS to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence, and/or documentation of a No Effect finding. Section 3 of the FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

PREVIOUS STUDIES/FINDINGS

For the larger SR-58 Expressway Project, Caltrans applied for a California Fish and Game Code 2081 Take Authorization for the Desert Tortoise and the Mohave Ground Squirrel. Caltrans applied for the permit in December 2015 under CDFW number 2081-2016-004-06, but has yet to receive the signed permit from CDFW. The permit application was reviewed for information and applicable species protection measures.

In August 2012, Caltrans prepared a Natural Environment Study (NES) Report for the larger SR-58 Expressway Project under the EA 34770. Surveys for desert tortoise and other special-status and listed species needed to be conducted. This report reviewed that NES and its associated surveys done for rare and listed plants, burrowing owls and other birds, desert tortoise (*Gopherus agassizii*), and Mohave ground squirrel (*Spermophilus mohanvensis*).

A Biological Opinion for the desert tortoise was also issued for the larger SR-58 Expressway Project with USFWS number FWS-SB/KRN-12B0203-14F0423. Caltrans determined that the project was “likely to adversely affect” the desert tortoise and its critical habitat. In June 2014, USFWS responded with the opinion that the project “is not likely to jeopardize the continued existence of desert tortoise” provided that identified measures were followed.

POTENTIAL FOR PRESENCE OF THREATENED/ENDANGERED SPECIES

USFWS' Information Planning and Conservation (IPAC) system was used to identify if critical habitat occurs where work will occur; a USFWS Species List was also created using the IPAC. The USFWS Species List identified the following threatened/endangered species within the area of the Proposed Action (see Chapter 3), and final critical habitat for each has been designated:

- California condor (*Gymnogyps californianus*) – Status: Endangered
- Desert tortoise – Status: Threatened

In addition, the CDFW CNDDDB search for the Kramer Junction U.S. Geological Survey 7.5-minute quadrangle yielded the threatened species identified in Table 2.3-3. Table 2.3-3 also identifies the potential for habitat in the vicinity of the Proposed Action. A more detailed description of each of the identified threatened/endangered species is provided below the table.

**Table 2.3-3
Threatened/Endangered Species Present in the Vicinity of the Proposed Action**

Scientific Name	Common Name	Federal List	California List	Other Status	General Habitat	Micro Habitat	Potential Habitat in Area
<i>Gopherus agassizii</i>	desert tortoise	Threatened	Threatened	IUCN Vulnerable	Most common in desert scrub, desert wash, and Joshua tree habitats; occurs in almost every desert habitat.	Require friable soil for burrow and nest construction. Creosote bush habitat with large annual wildflower blooms preferred.	Yes
<i>Xerospermophilus mohavensis</i>	Mohave ground squirrel	None	Threatened	BLM Sensitive; IUCN Vulnerable	Open desert scrub, alkali scrub & Joshua tree woodland. Also feeds in annual grasslands. Restricted to Mojave Desert.	Prefers sandy to gravelly soils, avoids rocky areas. Uses burrows at base of shrubs for cover. Nests are in burrows.	Yes
IUCN = International Union for the Conservation of Nature Source: September 2016 NES-MI							

Desert Tortoise (*Gopherus agassizii*)

The desert tortoise (DT) is a long-lived, terrestrial land reptile with a domed carapace (upper shell) and rounded, stumpy elephantine hind limbs. The front limbs are flattened and heavily scaled for digging and the toes are not webbed. The carapace is oblong with rounded sides due to the joining of the carapace to the plastron (lower shell). The scutes are often yellowish in the middle and have grooved, parallel, concentric growth rings that form outward with age toward the scute margins. The plastron is typically yellowish, becoming brown around the scute margins. The head is relatively small and rounded in front with reddish-tan coloring and the iris being greenish yellow. The front and hind feet are about equal in size and the tail is of short length.

The DT is found in a variety of desert habitats, including arid, sandy or gravelly areas in creosote bush scrub. DTs feed on a variety of herbaceous annual forbs and grasses. They retreat into their horizontal burrows to avoid surface temperature extremes and to escape from predators. DTs are known to utilize an average of 7–12 burrows at any given time. Multiple DTs are also known to occasionally share a single burrow.

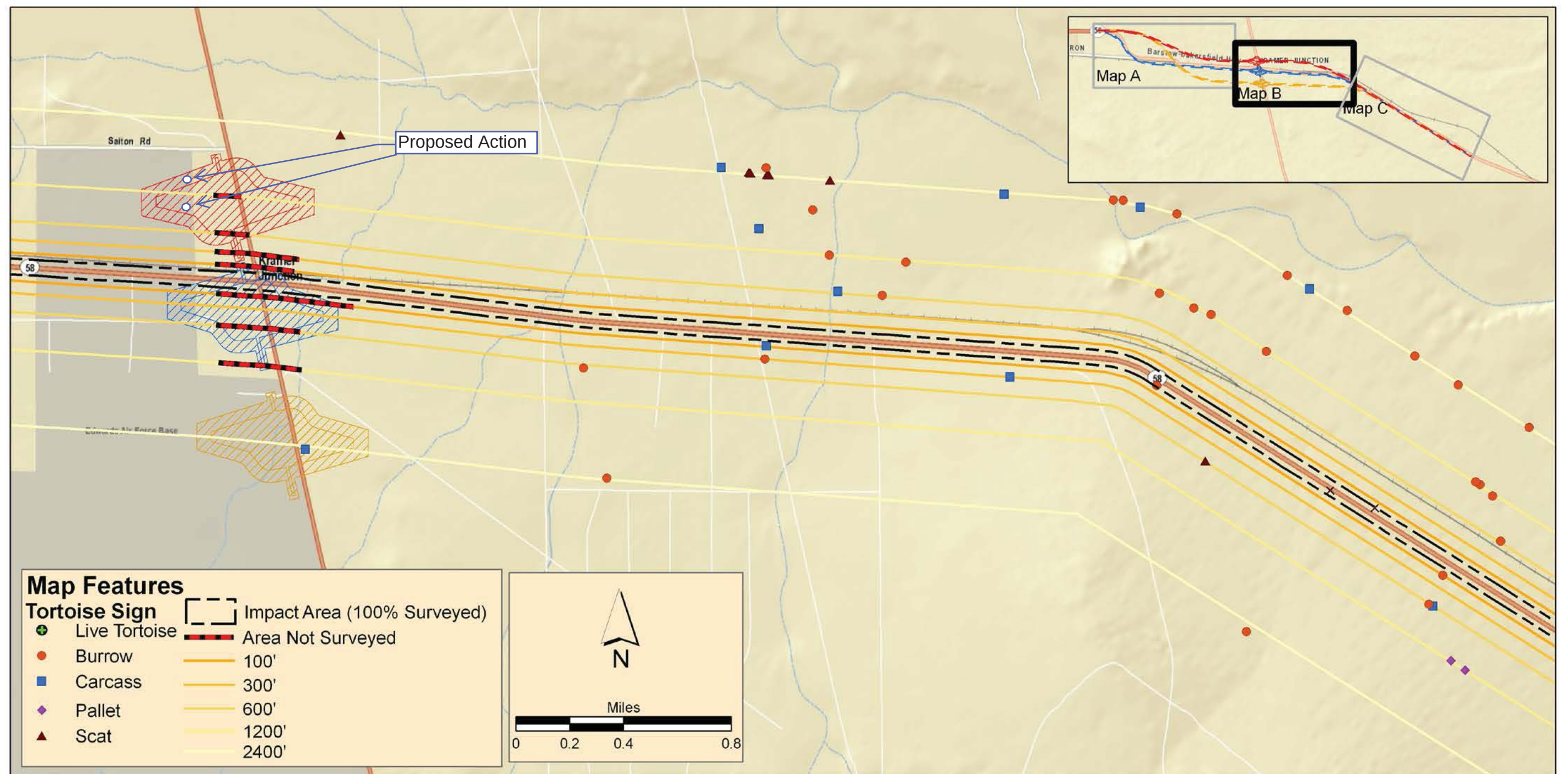
The Mojave population of the DT was listed as threatened by USFWS on April 2, 1990. The DT is also listed as threatened by CDFW. Reasons for its protection include loss and degradation of habitat by development, off-road vehicles, military training maneuvers, mining, illegal dumping, livestock grazing, invasion of exotic grasses and forbs, predation by an increasing common raven population, illegal collecting (poaching) and intentional killing and harassment by an increasing human population, and a serious and fatal upper respiratory disease.

For purposes of the FESA, DT habitat is defined as (1) areas with presence of DT or DT sign (e.g., shells, bones, scutes, scats, burrows or other shelter sites, tracks, egg shell fragments, courtship rings, drinking depressions) that are likely to be part or all of a lifetime home range; (2) dispersal areas (i.e., habitat corridors); or (3) areas suitable for DTs as identified by USFWS or in the most recent approved recovery plan for the Mojave population of the DT (USFWS 1994).

There is no critical habitat for DT in the BSA. There is suitable habitat present in the BSA for the DT but it is of low quality due to the proximity of the commercial buildings and continued human disturbance in the form of maintenance to the utility poles. The DIA, an area including about 30 feet from the poles and the informal dirt road, are frequently used and, as discussed, this is not suitable habitat for the DT.

The field survey results did not find any DT sign. Because this survey was not structured as a protocol survey, the results are not meant to be a positive or negative presence indicator, but rather a check to see if DTs have recently been or are using places in the BSA. In addition, the field survey conducted for the SR-58 Expressway Project did not yield any DT sign in the vicinity of the Proposed Action, as shown on Figure 2.3-3.

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Source: ECORP Consulting, INC and Caltrans, 2009

Figure 2.3-3. Desert Tortoise Sign in the Vicinity of the Proposed Action

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California Condor (*Gymnogyps californianus*)

Federally listed as endangered on March 11, 1967 and state-listed as endangered on June 27, 1971, the California condor is the one of the largest flying birds in the world. When it soars, the wings spread more than 9 feet from tip to tip. Condors can soar and glide for hours without beating their wings. After rising thousands of feet overhead on air currents, California condors will glide long distances, sometimes at more than 55 miles per hour. Thousands of years ago, California condors lived in many parts of North America, from California and other Pacific states to Texas, Florida, and New York. As people settled the west, they often shot, poisoned, captured, and disturbed the condors, collected their eggs, and reduced their food supply of antelope, elk, and other large wild animals. Eventually, condors could no longer survive in most places. By the late 1900s the remaining individuals were limited to the mountainous parts of Southern California, where they fed on dead cattle, sheep, and deer. A major problem has been contamination from lead fragments in carcasses, poisoned bait, and environmental pollutants. Contamination from past use of the pesticide DDT may have prevented the hatching of some condor eggs in the recent past, and human activity in the condor nesting range has been followed by growing numbers of ravens, which threaten condor eggs and nestlings. Accidental collision with wires and structures is a risk to condors, as well. There have been so many problems facing the condor for so long that the species was not going to survive in the wild without help from people. In 1987, the last wild condor was removed from the wild, and all 27 condors left in the world were being kept in breeding facilities at the Los Angeles Zoo and the San Diego Wild Animal Park. In 1992, two of the captive bred California condors were released in Ventura County, California, 5 years after the last wild birds had been captured. The condor population (wild and captive) has steadily increased, reaching over 400 in 2015 (with over 125 wild condors in California). Today, lead poisoning is a serious problem for the birds in the wild. In an effort to get the lead out of condor range, the Governor signed Assembly Bill 821 (Ridley-Tree Condor Preservation Act) in 2007 to create a “non-lead” zone relative to hunting within the range of the California condor (Jurek 2014).

There is potential scavenging habitat for condors in the area. Biologists conducted a field survey to find any sign of condors or dead carcasses of animals near the work limits. The survey did not find any fresh or deteriorated carrion in the BSA. No condors were visible during the field survey.

No nests for other bird species were discovered during the field survey in August 2016.

Mohave Ground Squirrel (*Spermophilus mohavensis*)

Mohave ground squirrel (MGS) is endemic to California, limited to a geographic range in the western Mojave Desert in San Bernardino, Los Angeles, Kern, and Inyo Counties in California. Studies indicate that the optimal habitat types for the MGS include plant communities that harbor spiny hopsage (*Grayia spinosa*) and winterfat (*Krascheninnikovia lanata*), including creosote bush scrub, xerophytic saltbush, and Joshua tree woodland communities. MGS have been found at elevations ranging from 1,800 to 5,000 feet (549 to 1,524 meters) above mean sea level.

The MGS has the smallest geographic range of the seven *Spermophilus* ground squirrels in California: an estimated 7,691 square miles (2 million hectares) in the western Mojave Desert on federal, state, and private lands. Threats to MGS populations include agricultural development, grazing, off-road vehicle use, and other human disturbances. Overall, about 10% of the habitat

for MGS has deteriorated due to development (agricultural, residential, industrial, and commercial), with more of that habitat being lost as development spreads rapidly in the southern part of its range.

The natural history and habitat requirements for MGS are dependent on elevation, climate, topography, and weather. The diurnal MGS is only active in the early spring through early summer (approximately middle of February through June) when they feed on native shrubs and annual plants. MGS begin to emerge from their burrows in February to begin reproduction, with males emerging approximately 2 weeks before females. By the end of March, litters of four to ten young (average of six) are born to each female, and by late May the young begin to disperse. As summer approaches and vegetation begins to dry out, MGS prepare for a long period of dormancy (aestivation) by consuming as many nutrients and fats as they can in their diet. By midsummer (July to middle of August), MGS return to the underground nests; by this time, body temperature, heart rate, and metabolism have fallen drastically to prepare for aestivation. MGS are able to survive in this physiological state on their stored body fats until the winter rains come and restore the vegetation. Harris and Leitner (2004) found if sufficient rains (more than 3 inches) do not occur during the winter, MGS will likely not reproduce due to lack of sufficient vegetation to support the young. When a drought year occurs, MGS will convert all available forage to body fat and enter aestivation as early as April. These biological and physiological adaptations allow them to survive the harsh conditions that occur in the Mojave Desert.

The northeast corner of EAFB (south of the junction of SR-58 and US-395) is one of the identified core population areas for MGS as identified by Brooks and Matchett in 2002.

No protocol survey for MGS was conducted for the Proposed Action. The field survey done for this action by the Caltrans biologist did not find any active MGS but did find some empty small animal or rodent burrows scattered through the BSA.

Environmental Consequences

BUILD ALTERNATIVE

Desert Tortoise

The land in the BSA is poor habitat for DT and some parts, like the DIA, are disturbed, making them unsuitable DT habitat. Surveys conducted for the 2016 NES-MI for the Proposed Action and the 2012 NES for the SR-58 Expressway Project did not find any DT sign or individuals in the BSA. Measures Bio-5 through Bio-16 will be implemented to minimize effects on DT due to the proximity of critical habitat that surrounds the BSA.

As the NEPA lead, Caltrans has to make a determination of this action. Caltrans' Biological Studies determined the Proposed Action would have *No Effect* on the DT.

Because Caltrans found habitat of low quality for DT, no DT sign was found during the field survey, and avoidance and minimization measures will be implemented, Caltrans determined that the Proposed Action would have *No Take* of the DT.

Because the Proposed Action would not occur within federally listed habitat that is critical to the DT, it is not necessary to make a determination for DT Critical Habitat.

California Condor

There is potential scavenging habitat for condors in the area. The August 2016 field survey did not yield any sign of condors or dead carcasses of animals near the DIA. The survey did not find any fresh or deteriorated carrion in the BSA. No condors were visible during the field survey. The DIA has been graded previously and in some places denuded of vegetation entirely. Therefore, no potential scavenging habitat would be affected by the Proposed Action. Minimization measures Bio-17 through Bio-19 would be implemented to ensure effects on the condor would not occur.

Caltrans has determined that the Proposed Action would have *No Effect* and it would have *No Take* of the California condor.

Mohave Ground Squirrel

The Proposed Action would not permanently modify any habitat for MGS, but may temporarily disturb habitat, with work crews replacing the utility poles. The DIA has been disturbed previously and is not suitable habitat for the MGS.

Caltrans found habitat suitable for MGS but with proper monitoring and implementation of avoidance and minimization measures Bio-20 through Bio-22, Caltrans has determined that the Proposed Action would have *No Take* of the MGS.

NO-BUILD ALTERNATIVE

No construction activities would occur under the No-Build Alternative, and no effects would occur.

Avoidance, Minimization, and/or Mitigation Measures

Bio-5: The biologist must oversee compliance with all protective measures and coordination between Caltrans and NextEra. The biologist must immediately notify the engineer of activities that may be in violation of biological protective measures. In such an event, the engineer must halt all work activities until all protective measures are fully implemented, as determined by the biologist.

Bio-6: The biologist must inform the work crews or the engineer to halt any activity that may pose a threat to DT and to recommend movements of equipment and personnel to avoid injury or mortality to DT.

Bio-7: Whenever project vehicles are parked, workers must check under the vehicle before moving it. If a DT is beneath the vehicle, the worker must notify the biologist. Workers must not be allowed to capture, handle, or relocate DTs. They must be allowed to leave of their own accord.

Bio-8: The engineer is responsible for ensuring that all protective measures are being fully implemented. If the engineer determines, or is notified by the biologist, that one or more

protective measures are not being fully implemented, the engineer must halt all activities that are out of compliance until all problems have been remedied. All workers and the biologist will be required to notify the engineer of any such problem they notice. The engineer must always be able to contact Caltrans or the biologist to resolve any unforeseen biology-related issues.

Bio-9: Auger holes or other excavations will be covered following inspection at the end of each workday to prevent DT or MGS from becoming trapped.

Bio-10: When feasible or practicable, construction vehicles will be cleaned of all mud, dirt, and debris from other sites prior to entering the project area. The purpose of this measure is to minimize the spread of weedy plant species that may degrade DT and MGS habitat.

Bio-11: Any fuel or other hazardous materials spills will be promptly cleaned up; any leaks from equipment will be stopped and repaired immediately. Vehicle and equipment fluids that are no longer useful will be transported to an appropriate off-site disposal location. Fuel and lubricant storage and dispensing locations will be constructed to fully contain spilled materials until disposal can occur. Hazardous waste, including used motor oil waste and coolant, will be stored and transferred in a manner consistent with applicable regulations and guidelines.

Bio-12: Upon completion of construction, all refuse including, but not limited to, equipment parts, wrapping material, cable, wire, strapping, twine, buckets, metal or plastic containers, and boxes will be removed from the site and disposed of properly.

Bio-13: No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel and working dogs under the control of a handler will be exempt from this protective measure.

Bio-14: To preclude attracting predators, such as the common raven (*Corvus corax*) and coyotes (*Canis latrans*), food-related trash items will be removed daily from the work site and disposed of at an approved refuse disposal site. Workers are prohibited from feeding all wildlife.

Bio-15: During all off-road or cross-country travel, the biologist will select and guide the access route to avoid biological resources and to minimize disturbance of vegetation. The biologist will walk in front of the lead vehicle to ensure that no DT, rare plants, burrowing owls, MGS, or animal nest/burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.

Bio-16: Caltrans will reinitiate consultation with the appropriate USFWS office if it is determined that a DT will need to be relocated.

Bio-17: To avoid any impacts on migratory birds, work must take place outside of the breeding season, which occurs between February 15 and September 15. If, due to schedules, it is necessary to conduct work activities during this season, a biological monitor must perform preconstruction surveys of each individual tree/pole and of the area where work will occur.

Bio-18: A preconstruction sweep for nesting birds would be conducted in areas used for staging, storage, sign placement, or parking areas.

Bio-19: If a migratory bird is detected during monitoring, construction shall stop for a minimum radius of 33 meters (100 feet) or as determined by the biological monitor and double that for condors or raptors.

Bio-20: The biologist must inform the work crews or the engineer to halt any activity that may pose a threat to MGS and to recommend movements of equipment and personnel to avoid injury or mortality to MGS.

Bio-21: Caltrans will discuss additional measures with the appropriate CDFW office if it is determined that an MGS or its burrow will need to be relocated.

Bio-22: Caltrans will initiate consultation with CDFW and USFWS if there are any incidents with federally or state-listed species.

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Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including PDT meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Coordination Meetings

The scoping process included coordination between Caltrans Right of Way and Design with NextEra, SCE, Praxis Energy, and PG&E to complete the final SR-58 Expressway Project plans, specifications, and estimates (PS&E) for design, elevations, profile, and potholing data along with potential effects on utilities. Table 3-1 shows the dates of coordination meetings that have been held.

Table 3-1
Past Coordination Meetings Applicable to the Proposed Action

Action Items at Meeting	Coordination Meeting Date
NextEra Utility Meeting	09/21/2015
NextEra Utility Meeting	01/11/2016
NextEra Utility Meeting	05/04/2016
Edwards Air Force Base Meeting	08/31/2016
Edwards Air Force Base Conference Call	09/21/2016
Utility Companies Meeting (SCE, Praxis, and PG&E)	10/24/2016
NextEra Utility meeting	08/31/2016
PDT Meeting	09/08/2016

In addition to meetings with agencies and utility providers, Caltrans contacted the USFWS regarding federally listed threatened and endangered species potentially occurring in the vicinity of the Proposed Action. On May 31, 2017, USFWS sent the species list, which is shown below.

USFWS Species List Correspondence (Page 1 of 6)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
<http://www.fws.gov/carlsbad/>



In Reply Refer To:

May 31, 2017

Consultation Code: 08ECAR00-2016-SLI-0876

Event Code: 08ECAR00-2017-E-01937

Project Name: Kramer Junction biological clearance of the utility relocations

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

USFWS Species List Correspondence (Page 2 of 6)

05/31/2017

Event Code: 08ECAR00-2017-E-01937

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human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

USFWS Species List Correspondence (Page 3 of 6)

05/31/2017

Event Code: 08ECAR00-2017-E-01937

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Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

USFWS Species List Correspondence (Page 4 of 6)

05/31/2017

Event Code: 08ECAR00-2017-E-01937

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Project Summary

Consultation Code: 08ECAR00-2016-SLI-0876

Event Code: 08ECAR00-2017-E-01937

Project Name: Kramer Junction biological clearance of the utility relocations

Project Type: TRANSMISSION LINE

Project Description: Existing electrical overhead lines own by NextERA Energy Resources, LLC, transversely cross the proposed project profile elevation and will require relocation. NextERA Energy existing electrical utility poles will be removed and replaced with taller poles to increase the overhead electrical lines. The NextERA overhead electrical lines run in a 150 foot easement vacant land owned by Edwards Air Force Base (EAFB). NextERA Energy will work in their own 150 foot wide easement they already have with EAFB as well as any other easements they own from other nearby property owners, and this utility relocation will not require any additional right of way. NextERA Energy will access their own easement from existing Route 395. It is expected that the majority of the work to remove and replace the electrical utility poles will be contained on a 150 foot radius around the existing poles.

This is action is a project subject to the overall project of EA 34770. The project requires relocation on Department of Defense (DOD) property; EAFB and there is no NEPA CE category to satisfy DOD purposes, therefore an independent Environmental Assessment is required.

Project Location:

Approximate location of the project can be viewed in Google Maps:

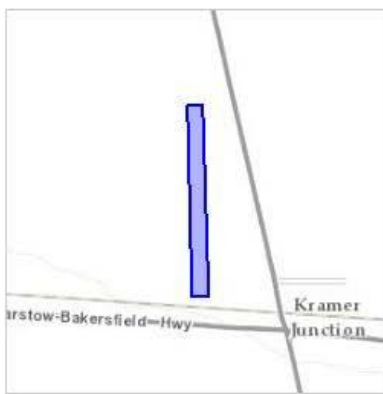
<https://www.google.com/maps/place/34.99564608945866N117.54432316163818W>

USFWS Species List Correspondence (Page 5 of 6)

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Counties: San Bernardino, CA

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Birds

NAME	STATUS
California Condor (<i>Gymnogyps californianus</i>)	Endangered
Population: U.S.A. only, except where listed as an experimental population	
There is a final critical habitat designated for this species. Your location is outside the designated critical habitat.	
Species profile: https://ecos.fws.gov/ecp/species/3193	

Reptiles

NAME	STATUS
Desert Tortoise (<i>Gopherus agassizii</i>)	Threatened
Population: Wherever found, except AZ south and east of Colorado R., and Mexico	
There is a final critical habitat designated for this species. Your location is outside the designated critical habitat.	
Species profile: https://ecos.fws.gov/ecp/species/4431	

Critical habitats

USFWS Species List Correspondence (Page 6 of 6)

05/31/2017

Event Code: 08ECAR00-2017-E-01937

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There are no critical habitats within your project area.

3.2 Open Forum Public Hearing

As documented in the SR-58 Expressway Project EIR/EIS, an open forum public hearing was held Tuesday, August 6, 2013 in a meeting room at the Roadhouse Restaurant (6158 State Route 58, Kramer Junction, CA 93516). The purpose of the hearing was to provide an opportunity for interested community members to submit comments on the Draft EIR/EIS.

Public notification for the hearing included mailing of the public hearing notice, publication of the notice in local newspapers, and posting of the public hearing date and location on the project website. A total of 61 property owners, residents, and business tenants within 500 feet of the proposed alternative alignments and 51 agencies and elected officials received the public hearing notice.

Because the Proposed Action is associated with the larger SR-58 Expressway Project, Caltrans has determined that a public information meeting for the Proposed Action will not be scheduled for the following reasons: (1) the existing electrical overhead lines run in a 150-foot easement on vacant land owned by EAFB; (2) the Proposed Action would not require any additional right of way; and (3) the Proposed Action is only related to the utility relocation in support of the larger SR-58 Expressway Project, and is thus not considered a standalone project warranting a public meeting.

An extensive public outreach effort will be conducted during the design and into construction stages of the SR-58 Expressway Project.

3.3 Comments and Responses

A comprehensive mailing list, including elected officials, public agencies, and interested parties who commented on SR-58 Expressway Project EIS/EIR, was prepared and the Draft Environmental Document for the Proposed Action was made available for a 30-day review and comment period starting January 10, 2017 at the following locations:

Boron Branch Library,
26967 20 Mule Team Road
Boron, CA 95316

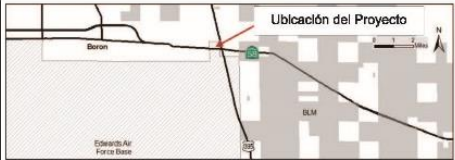
Caltrans District 8 Office
464 W. 4th Street
San Bernardino, CA 92401

A public Notice of Availability for the Proposed Action was circulated to the individuals and agencies on the mailing list and posted in the daily English-language newspaper *Desert Dispatch* on January 10, 2017 and the weekly Spanish-language newspaper *El Mojave* on January 14, 2017 (see below).

Notice of Availability – Desert Dispatch – January 10, 2017

 PUBLIC NOTICE Notice of Availability of an Environmental Assessment	
State Route 58 Kramer Junction Expressway Replacement of Electrical Utility Poles Project	
	
WHAT'S BEING PLANNED	The California Department of Transportation (Caltrans) is proposing the State Route 58 Kramer Junction Electrical Utility Pole Replacement Project (Proposed Action). This utility relocation project is a minor action under the larger Caltrans Project Number 08-0000-0616 (EA 08-34770), known as the State Route 58 Kramer Junction Expressway Project (SR-58 Expressway Project). As part of the SR-58 Expressway Project, in this particular area, a bridge (overpass) is being constructed at Kramer Junction along with exit and entrance ramps between SR-58 and US-395. To accommodate the increase in roadway height, two existing utility poles (STR100 and STR101) require relocation and replacement. The existing road base between the poles will need to be raised approximately 30 feet to ensure proper road clearance. The Proposed Action would remove and replace these two electric utility poles with taller poles in order for the overhead line to meet vertical clearances needed for the SR-58 Expressway Project.
WHY THIS AD?	Caltrans has studied the effects this Proposed Action may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why is called an "Environmental Assessment." This notice is to notify you of its availability for you to review, and to also offer the opportunity for public comments.
WHAT'S AVAILABLE?	Maps for the <i>Environmental Assessment</i> and other project information are available for review and copying at the following locations: Boron Branch Library, located at 26967 20 Mule Team Road in Boron, CA 92316 (posted hours of operation for the Boron Branch Library as of December 30, 2016: Monday, 10 am – 6 pm, Wednesday, 10 am - 6 pm and Friday, 10 am - 6 pm). Caltrans District 8 Office, located at 464 W 4th Street, San Bernardino, CA 92401 (available for review on weekdays from 8 am to 4 pm).
WHERE YOU COME IN	Do you have any comments about processing the Proposed Action as an <i>Environmental Assessment</i>? Do you disagree with the findings of our study as set forth in the <i>Environmental Assessment</i>? Would you care to make any other comments on the project? Please submit your comments in writing, no later than Thursday, February 9, 2017 to: Kurt Heidelberg, Senior Environmental Planner California Department of Transportation 464 W. 4th Street, MS 821 San Bernardino, California 92401-1400 or via email to: sr58.kramer.junction.utility.relocation@dot.ca.gov Please use "Kramer Junction Utility Relocation EA" in the subject line of the email. The date we will begin accepting comments is Tuesday, January 10, 2017.
CONTACT	For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Kurt Heidelberg, Senior Environmental Planner, California Department of Transportation, District 8, 464 W. 4th Street, 6th Floor, MS 821, San Bernardino, California 92401-1400; (909) 383-6379, or use the California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711. EA 08-34770 (PN 080000616)

Notice of Availability – El Mojave – January 14, 2017

 AVISO PÚBLICO Notificación de Disponibilidad de una Evaluación Ambiental	
Proyecto de Reemplazo de Postes Eléctricos de la Utilidad de la Ruta Estatal 58 del Crucero Kramer	
	
LO QUE SE ESTÁ PLANEANDO	El Departamento de Transporte de California (Caltrans) propone el Proyecto de Reemplazo de Postes Eléctricos de la Utilidad de la Ruta Estatal 58 del Crucero Kramer (Acción Propuesta). El proyecto del traslado de utilidad es una acción menor bajo el Proyecto de Caltrans más grande Número 08-0000-0616 (EA 08-34770) conocido como el Proyecto de la Ruta Estatal 58 Autopista del Crucero Kramer (Proyecto de la SR-58). Como parte del Proyecto de la SR-58, en esta área en particular un puente (paso elevado), se está construyendo al cruceo Kramer junto con vías de acceso y salida entre SR-58 y US-395. Para acomodar el aumento en la altura de la calzada, dos postes de la utilidad existentes (STR100 y STR101) requieren traslado y reemplazo. La base de la carretera existente entre los postes necesitará estar elevado aproximadamente 30 pies para asegurar espacio adecuado de la carretera. La Acción Propuesta quitaría y reemplazaría estos dos postes eléctricos de la utilidad con postes más altos para que la línea aérea cumple con los espacios adecuados de altura que se necesitan para el Proyecto de la SR-58.
¿EL POR QUÉ DE ESTE AVISO?	Caltrans ha estudiado los efectos que esta Acción Propuesta puede tener en el medio ambiente. Nuestros estudios muestran que el proyecto no afectará significativamente la calidad del medio ambiente. El reporte que explique el por qué se llama un "Evaluación Ambiental". Este anuncio es para informarle de la disponibilidad del reporte para que usted la lea, y también para ofrecer la oportunidad para comentarios públicos.
¿LO QUE HAY DISPONIBLE?	Mapas de la <i>Evaluación Ambiental</i> y otra información del proyecto están disponibles para revisión y para que les saque copias a las ubicaciones siguientes: Biblioteca Sucursal Boron (Boron Branch Library), ubicada en el 26967 20 Mule Team Road en Boron, CA 92316 (las horas de operación de la biblioteca desde el 30 de diciembre de 2016 son: lunes, 10 am – 6 pm, miércoles, 10 am- 6 pm, y viernes, 10 am – 6 pm). Oficina de Distrito 8 de Caltrans (Caltrans District 8 Office), ubicada en el 464 W. 4th Street, San Bernardino, CA 92401 (disponible para revisión los días de entre semana de 8 am a 4 pm).
CUÁL ES SU PAPEL	¿Tiene comentarios acerca del procesamiento de la Acción Propuesta con una <i>Evaluación Ambiental</i> ? ¿No está de acuerdo con los resultados de nuestro estudio como fueron descritos en la <i>Evaluación Ambiental</i> ? ¿Le gustaría hacer otros comentarios acerca del proyecto? Por favor entregue sus comentarios por escrito, antes del jueves, 9 de febrero de 2017 a: Kurt Heidelberg, Senior Environmental Planner California Department of Transportation 464 W. 4th Street, MS 821 San Bernardino, California 92401-1400 o por correo electrónico a: sr58.kramer.junction.utility.relocation@dot.ca.gov Por favor use "Kramer Junction Utility Relocation EA" en la línea de asunto del correo electrónico. Comenzaremos a aceptar comentarios el martes 10 de enero de 2017.
CONTACTO	Para individuos con discapacidades sensoriales, este documento puede ponerse disponible en Braille, en letras grandes, en casete de audio o en disco de computadora. Para obtener una copia en uno de estos formatos alternativos, por favor llame o escriba a Kurt Heidelberg, Senior Environmental Planner, California Department of Transportation, District 8, 464 W. 4th Street, 6th Floor, MS 821, San Bernardino, California 92401-1400; (909) 383-6379, o use el California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (Desde o a Speech to Speech), o marque 711.
EA 08-34770 (PN 0800000616)	

Comments in response to the Notice of Availability were received from the following three agencies:

Letter	Agency	Name	Date
A	Mojave Desert Air Quality Management District	Alan J. De Salvio	January 12, 2017
B	United States Fish and Wildlife Service	Ray Bransfield	January 13, 2017
C	Edwards Air Force Base	Sam Cox et al.	January 26, 2017
D	United States Air Force	Various	February 16, 2017

Each comment and the associated response is provided below.

COMMENT LETTER A - ALAN J. DE SALVIO - MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT, LETTER DATED JANUARY 12, 2017



Mojave Desert Air Quality Management District

14306 Park Avenue, Victorville, CA 92392-2310

760.245.1661 • fax 760.245.2699

Visit our web site: <http://www.mdaqmd.ca.gov>

Brad Poiriez, Executive Director

January 12, 2017

Kurt Heidelberg, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning
464 W. Fourth Street, 6th Floor MS 821
San Bernardino, CA 92401-1400

Subject: State Route 58 (SR-58) Kramer Junction Expressway Replacement of Electrical Utility Poles

Dear Mr. Heidelberg:

The Mojave Desert Air Quality Management District (MDAQMD) has received the Notice of Availability of an Environmental Assessment for the State Route 58 (SR-58) Kramer Junction Expressway Replacement of Electrical Utility Poles Project. The proposed Project will remove and replace two electrical utility poles with taller poles to meet vertical clearances over new bridge being constructed at Kramer Junction as part of the SR-58 Expressway Project.

The District has reviewed the Project and has no comments at this time.

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. De Salvio".

Alan J. De Salvio
Supervising Air Quality Engineer

AJD/tw

CALTrans SR 58 Utility Pole Replacement

City of
Adelanto

Town of
Apple Valley

City of
Barstow

City of
Blythe

City of
Hesperia

City of
Needles

County of
Riverside

County of
San
Bernardino

City of
Twentynine
Palms

City of
Victorville

Town of
Yucca Valley

Response to January 12, 2017 Comment Letter from the Mojave Desert Air Quality Management District

Comment noted. Caltrans acknowledges that the MDAQMD has no comments related to the Proposed Action or the analysis presented in the EA.

COMMENT LETTER B – RAY BRANSFIELD – UNITED STATES FISH AND WILDLIFE SERVICE, EMAIL DATED JANUARY 13, 2017

From: Ray Bransfield [mailto:ray_bransfield@fws.gov]

Sent: Friday, January 13, 2017 9:34 AM

To: SR-58 Kramer Junction Utility Relocation@DOT <sr58.kramer.junction.utility.relocation@dot.ca.gov>

Subject: Kramer Junction Utility Relocation EA

Kurt,

The U.S. Fish and Wildlife Service will not have any comments on the referenced environmental assessment. The Service and Caltrans consulted on the State Route 58 project as a whole; that consultation should have addressed any effect that utility work would have on desert tortoises.

One other note. The Ventura Fish and Wildlife Office no longer conducts any work San Bernardino County. Please address all future correspondence for Caltrans work in San Bernardino County to the Palm Springs Fish and Wildlife Office at the following address. Thanks.

Ray

Assistant Field Supervisor
Palm Springs Fish and Wildlife Office
U.S. Fish and Wildlife Service
777 East Tahquitz Canyon Way, Suite 208

Response to January 13, 2017 Comments from the United States Fish and Wildlife Service

Comment noted. Caltrans acknowledges that the USFWS has no comments related to the Proposed Action or the analysis presented in the EA. Future correspondence related to work in San Bernardino County will be directed to the Palm Springs Fish and Wildlife Office.

COMMENT LETTER C - EDWARDS AIR FORCE BASE DATED JANUARY 26, 2017

Comment Matrix Cal Trans Hwy 58 Utility Movement						
#	Reviewer	Location			Comment	Rationale
		Page	Line	Section		
C1	Cox	2-33	3	2.3.4	What does the Magnuson-Stevens Fishery Act have to do with this section of land?	
C2	Cox	5-2		Chapter 5 Distro List	Distro entry for Sam Cox is incorrect. Should read: Sam Cox Environmental Planner 412 CEG/CEVA 120 N. Rosamond Blvd, Bldg 3735 Edwards AFB, CA 93524	
C3	Cox	5-2		Chapter 5 Distro List	Please add: Gary Hatch Public Affairs 412 TW/PA 305 E. Popson Ave, Bldg 1405, Rm 400 Edwards AFB, CA 93524	
C4	Cox	2-12	4	2.1.3	Insert the following as a new paragraph after line 4: Though Section 106 responsibility was delegated to Caltrans, the Department of Defense and the US Air Force place extreme importance on the proper management of cultural resources within its purview. If there is an inadvertent discovery (above- or below-ground) within the property of Edwards AFB, the following actions are to immediately occur: Caltrans shall: • Immediately cease activity in the area of the discovery. • Notify the supervising Project Manager. • Secure the discovery location and establish a 50-foot buffer zone around the discovery. The Project Manager shall: • Immediately notify the Edwards AFB Cultural	

Comment Matrix Cal Trans Hwy 58 Utility Movement						
#	Reviewer	Location			Comment	Rationale
		Page	Line	Section		
					Resource Manager (CRM) of the discovery at (661) 277-1905. • Confirm that the activity has ceased within 50 feet of the discovery. • Examine the location of the discovery to ensure that it has been properly secured--take appropriate measures to further secure the location, if needed. • Await review by the Edwards AFB CRM before returning to work in the area of discovery. • Cultural artifacts discovered on Edwards AFB lands are the property of the Air Force and will be turned over to the Edwards AFB CRM. Caltrans will also provide the copies of related reports.	
C5	Juarez				Signature page states the existing electrical lines crossing over SR58 and Hwy 395 need to be replaced to increase height. Whereas section 1.1 states it's a utility relocation. Section 1.2.1 says it's relocate and increase. Build Alternative (pg 2-8) says to existing poles will be moved. Which is it?	Language needs to be consistent.
C6	Juarez	2-1		1	Since the EA refers to the Alternative 1A work, should it cite Alternative 1A impacts were analyzed under the other EA?	

Comment Matrix Cal Trans Hwy 58 Utility Movement						
#	Reviewer	Location			Comment	Rationale
		Page	Line	Section		
C7	C. Kozola	2 - 3		11	"All applicable Standard Specifications will be followed during the implementation of the Proposed Action."	As this is the only discussion of air quality in the entire document, please add attachment or reference to Caltrans "Standard Specifications" for construction projects. A list of specifications in the attachment or elsewhere in the document is fine. A reference to the latest Caltrans AQ Conformity Study for Construction Projects submitted to CARB would also be a good idea.
C8	Stump	6-7	All	All	Format Table of Contents to be in Times new Roman Font. Or a common font throughout document	Ensure consistency throughout Document
C9	Stump	All	All	Header	Format Titles and Section Headers in Times New Roman Font or a common font throughout document	Ensures Consistency throughout document
C10	Stump	All	All	Footers	Format Footers to Times New Roman Font or a common font throughout document	Ensures consistency throughout document
C11	Stump	All	All	Footers	Format footnotes and references in Times New Roman Font or common font throughout document	Ensures consistency throughout document
C12	Stump	25	2.1.1	Affect Enviro	Replace "No New right of way" with No additional right of way would be required	Saying no new right of way does not specify that right of way is already in place. Insertion of the word "additional", clarifies that no additional right of way will be needed to add to the existing right of way.
C13	Stump	20	Ch 2.	2	Growth: Remove Last Sentence - "No avoidance, minimization, and/or mitigation measures are required."	Minimization/Mitigation Measures are always required. For example, digging will take place which requires Air Measures.
C14	Stump	Tables	All Tables	All	Format Text of tables to be Times New Roman Font or common font to match rest of document	Ensures Consistency throughout document.

Comment Matrix Cal Trans Hwy 58 Utility Movement						
#	Reviewer	Location			Comment	Rationale
		Page	Line	Section		
C15	Stump	20	Ch2	3	Farmlands: Insert "The" before Williamson Act	Grammar
C16	Stump	22	Ch 2	9	Geology: Regardless of the Geotechnical study results, these Geological minimization measures are still required within the scope of this project: MM-GEO-3 Use non-hazardous dust suppression palliatives approved by Edwards AFB and water on an as-needed basis to suppress wind-blown dust generated at the site during construction. Dust suppression palliatives are materials that work by either agglomerating the fine particles, adhering/binding the surface particles together, or increasing the density of the surface material. MM GEO-4: Implement erosion control measures during construction, including stabilization of construction areas, employing a concrete wash out area, as needed, and tire washes near the entrance to existing roadways	Current statement of: "Therefore, no adverse effects related to geology are anticipated and no avoidance, minimization, or mitigation measures would be required." Is vague and does not include necessary minimization measures
C17	Stump	22-23	Ch 2	11	Air Quality – Minimization Measures will be required for the scope of this project: MM AIR-1: Project activities shall comply with all applicable rules and regulations as identified in AFI 32-7040, Air Quality Compliance and Resource Management (2007). MM AIR-2: The project shall comply with all applicable EKAPCD, MDAQMD or AVAQMD rules and regulations, including but not limited to New Source Review, and obtain any required the necessary air quality permits. Emissions from permitted devices and activities must be tracked and reported to the CARB, the appropriate air district, CARB and the USEPA, as required. Air quality permits, if required, shall be coordinated through the Environmental Management Division at Edwards AFB. The Environmental Management Division is the lead agency for the	Air Measures Required Per AFI 32-7040 Air Quality Compliance and Resource Management Current statement of: "All applicable Standard Specifications will be followed during the implementation of the Proposed Action" is vague and does not specify that Air Minimization measures will be complied with.

Comment Matrix Cal Trans Hwy 58 Utility Movement						
#	Reviewer	Location			Comment	Rationale
		Page	Line	Section		
					application and maintenance of air quality permits on Edwards AFB. Very few, if any, air quality permits would be required for this project as the majority of emissions will be due to mobile sources. MM AIR-8: Discontinue grading and other ground-disturbing activities at wind speeds exceeding 25 miles per hour.	
C18	Stump	27	15	2.1.2	Build Alternative: Clarify statement: Under the no build alternative, no improvements would be made . . . This alternative would not have any adverse impacts on utilities or community facilities and service	The statement sounds as if not doing the work would not impact anyone, which does not make sense when the purpose of the work is to support an existing project. The Existing project would cease to continue if no action were taken.
C19	Stump	46	17	2.3.2	Used: – “For all intents and purposes” Cliché, Change and Used “Areas” twice in one sentence. Maybe instead use: “The area surrounding the existing utility poles or the part of the DIA is disturbed. Evidence of vehicles being driven in the DIA and evidence of debris were observed in the area. There is no vegetation in the DIA.”	Sentence is vague.
C20	Stump	46	20	2.3.2	Suggest Editing for this paragraph. Phrasing is vague. “No protocol methodology was utilized; however, a reconnaissance field survey, where the biologist, was conducted on August 18, 2016 by Caltrans biologist Kenneth Holmes.”	Vague phrasing, unclear what was completed.

Response to January 26, 2017 Comment Letter from Edwards Air Force Base

RESPONSE TO COMMENT C1

The Magnuson-Stevens Fishery Act covers protected aquatic species beyond those covered by the FESA. While not applicable to the project, it is standard text included in all Caltrans EAs.

RESPONSE TO COMMENT C2

Entry in Chapter 5 has been revised as suggested.

RESPONSE TO COMMENT C3

Entry in Chapter 5 has been revised as suggested.

RESPONSE TO COMMENT C4

Section 2.1.3 has been revised with the provided text, but the text has been added into the Environmental Consequences section and Avoidance, Minimization, and/or Mitigation Measures section where it is most pertinent.

RESPONSE TO COMMENT C5

Signature page revised as suggested.

RESPONSE TO COMMENT C6

A brief statement has been added to Section 1.1 describing the previous California Environmental Quality Act (CEQA)/NEPA environmental document and selection of Alt 1A as the Preferred Alternative for the SR-58 Expressway Project.

RESPONSE TO COMMENT C7

A reference to the 2015 Caltrans Standard Specifications has been added. No separate technical report for air quality has been prepared, as the brief and non-extensive nature of construction activities for the Proposed Action would have minimal effects on air quality, and the larger SR-58 Kramer Junction Expressway Project complied with transportation conformity requirements.

RESPONSE TO COMMENT C8

This EA has been prepared consistent with Caltrans' annotated outline provided in the Standard Environmental Reference.

RESPONSE TO COMMENT C9

This EA has been prepared consistent with Caltrans' annotated outline provided in the Standard Environmental Reference.

RESPONSE TO COMMENT C10

This EA has been prepared consistent with Caltrans' annotated outline provided in the Standard Environmental Reference.

RESPONSE TO COMMENT C11

This EA has been prepared consistent with Caltrans' annotated outline provided in the Standard Environmental Reference.

RESPONSE TO COMMENT C12

Discussion in Section 2.1.1 has been revised as suggested.

RESPONSE TO COMMENT C13

Discussion of growth in Section 2 has been revised as suggested.

RESPONSE TO COMMENT C14

This EA has been prepared consistent with Caltrans' annotated outline provided in the Standard Environmental Reference.

RESPONSE TO COMMENT C15

The text in Section 2.3 is referring to individual Williamson Act contracts for specific property owners. Inclusion of the word "the" would be confusing, as this suggests that there is only one Williamson Act contract, when in reality numerous contracts are in place. Revised to include "a" to clarify statement.

RESPONSE TO COMMENT C16

Suggested minimization measures have been added to the geology discussion.

RESPONSE TO COMMENT C17

The suggested efforts to minimize air quality impacts have been added to the discussion, but not as formal measures, as the recommended policies involve compliance with existing rules and regulations.

RESPONSE TO COMMENT C18

Section 2.1.2 has been clarified to explain the potential conflicts between the planned SR-58 ramp and the existing power lines. Discussion identifying potential utility interruption in the event that traffic on the planned road facility damages the existing power lines has also been added to the No Build Alternative discussion.

RESPONSE TO COMMENT C19

Revision has been made to discussion in Section 2.3.2 as suggested.

RESPONSE TO COMMENT C20

The discussion in Section 2.3.2 was revised as follows:

“A reconnaissance field survey was conducted by Caltrans Biologist Kenneth Holmes on August 18, 2016. The Caltrans Biologist walked the BSA and documented the observable flora, fauna, and habitat suitability for federally and state-listed species. No protocol species surveys were conducted.”

COMMENT LETTER D - UNITED STATES AIR FORCE. DATED FEBRUARY 16, 2017

#	Reviewer	Location		Comment	Rationale
		Page	Section		
D1	AFRL/RXSC	N/A	Title, Intro 1.1, 3.1	Is this a supplement to a previous EA / EIS or a stand-alone effort? The document is inconsistent and it is difficult to understand what the “whole” action is taking place on Air Force property.	Cover page cites EA 34770, which in Intro, para 1.1, cites as the overall document. From cover no one would know that. Chapter 3 cites public meetings dates in 2015/2016 which may be unique to this action or related to the master.
D2	AFIMSC/Det-6	1-1	1.1	What is the status of the conformity determination? There is a footnote on Page 1-1 stating this information is expected mid-December 2016.	
D3	AFIMSC/Det-6	1-1	1.1	Within Section 1.1, there needs to be a statement on the number of acres of Air Force property being impacted. This acreage should include both the utility realignment as well as all road/interchange re-work.	
D4	AFIMSC/ Det-6	1-4	1.3.1	Please include a statement on how the No Action Alternative provides a baseline of the environmental conditions from which impacts of the alternatives can be compared against.	
D5	AFIMSC/Det-6	1-4	1.3.2	Who is the 150-foot easement with; CALTRANS, the Air Force? On the next page it states NextEra would work in the existing easement with EAFB and other property owners. The document needs to distinguish who owns what, who are the easements with, etc.	
D6	AFRL/RXSC	1-4, 2-8	1.1	Intro (1.1) and Need Statement (1.2.2) are inconsistent with body of document. Intro cites the requirement to adjust and raise utility lines vertically by 30 feet to ensure proper roadway clearance. This is not followed-through in paragraphs 1.3.1 or 2.1.2	Expect to read in 1.3.1 and 2.1.2 that utility pole height would not be compliant with highway regulations. Instead both read there would be no regulatory or utility impacts if action is not taken.
D7	AFRL/RXSC	1-4, 2-8	1.3.1, 2.1.2	Proposed action and only one alternative action cited	Not compliant with 32 CFR 989. Recommend adding below ground alternative to intersect road. Already

#	Reviewer	Location		Comment	Rationale
		Page	Section		
					significant utilities cited below ground (2.1.2).
D8	AFIMSC/Det-6	N/A	Fig 1-1	Please outline the Edwards' boundary and type Edwards AFB within the brown area since there is enough room.	
D9	AFIMSC/Det-6	N/A	Fig 1-2	On Fig 1-2, please identify an approximate location of where the new poles would be place? The document say ~10 feet to the southeast.	
D10	AFIMSC/Det-6	N/A	Ch 1	What are the goals/benefits CALTRANS is hoping to achieve with this road upgrade?	
D11	AFIMSC/Det-6	N/A	Ch 1	Selection standards are missing/no existent.	
D12	AFIMSC/Det-6	2-1	Land Use	What has EAFB designated the land use category for this parcel of land?	
D13	AFIMSC/Det-6	2-3	Flood-plain / Water	Please include discussion concerning jurisdictional waters of the U.S within this EA?	
D14	AFIMSC/Det-6	2-8	2.1.2	Move the 2 nd para within the Build Alternative section to the No Build Alternative section, since it is talking about the 'no action'	
D15	AFIMSC/Det-6	2-14, 2-15	2.2.1	What is the required boring depth needed to install the poles?	
D16	AFRL/RXSC	N/A	Ch 2/3	Missing a lot of external coordination documents, as back-up. Need to resolve before going final.	
D17	AFIMSC/Det-6	N/A		Because I have project history on this action, I understand this EA was prepared for the Air Force, adopting sections of the Caltrans St Rt 58 Kramer Junction Expressway EIS/EIR that pertain to Air Force property. However, much of the explanations found within the EIS/EIR are missing from the EA (i.e. underlying purpose/need for this project, cooperating agency information, the linkage between this EA and the SR-58 EIS/EIR, selection standards/alternative development, environmental impacts of the entire action, mitigation development/responsibility, etc). Information that I want to see brought over to the Air Force EA	

#	Reviewer	Location		Comment	Rationale
		Page	Section		
				include -- The overlying purpose and need for Caltrans in completing the SR-58 Expressway Project (EIS/EIR Section 1.2) Defining the project area along with all the work (i.e. grading, road work, overpass, shoulder work, utility relocations) that will be accomplished on Air Force property. Please include the appropriate figures for visualization (EIS/EIR Sections 2.1, 2.2, and 2.3) Discuss environmental impacts associated with the overpass, shoulder work, grading, road work, utility relocation, etc. This information is probably found within Chapter 3 of the EIS/EIR. Please ensure discussion is explains direct/indirect/cumulative impacts associated with the Air Force property. Concerning mitigations, please explain what impacts we are reducing/negating, where this information is coming from (i.e. biological opinion, PA, permit, etc.) and the agency responsible.	
D18	AFMC/A1KL & SEG	N/A		Edwards folks -- Please ensure to contact Edwards Labor Relations Officer, Ms. Rykki Swenson to take care of any local bargaining obligations, if applicable. Also confirm 412 TW Safety office has reviewed this document.	
D19	AFIMSC/Det-6	N/A		County does not need to be capitalized in this context.	Capitalize federal, state, city or county when used as part of an official agency name or in government documents where these terms represent an official name. If they are being used as general terms, use lowercase letters.

Response to February 16, 2017 Comments from the United States Air Force

RESPONSE TO COMMENT D1

The utility pole replacement is a separate action for the purposes of NEPA. The referenced EA number is a Caltrans project reference, as this action is being carried out as part of Caltrans' involvement in the overall SR 58 Expressway project from a project planning standpoint, but it is a separate action under NEPA. Discussion has been added to Section 1.1 to further clarify that the SR-58 Expressway Project is a separate action, but that information from the associated EIR/EIS prepared for the SR-58 Expressway Project has been used in this analysis.

RESPONSE TO COMMENT D2

The SCAG 2017 Federal Transportation Improvement Program (FTIP) was found to be conforming on December 16, 2016. This is background information and is not related to the utility pole replacement activities that are the subject of this EA. No regional or project-level conformity determination for the Proposed Action is required, and this information has been removed.

RESPONSE TO COMMENT D3

A statement identifying the amount of Air Force property affected by the Proposed Action has been added to Section 1.1.

RESPONSE TO COMMENT D4

A statement added to Section 1.3.1 explaining that the No-Build Alternative provides a baseline for the environmental analysis.

RESPONSE TO COMMENT D5

A statement added to Section 1.3.2 explaining that the easement is on EAFB land.

RESPONSE TO COMMENT D6

Revisions have been made to Sections 1.3.1 and 2.1.2 made to explain conflicts presented by proposed SR-58 Project and existing utility poles.

RESPONSE TO COMMENT D7

Discussion of an underground alternative added to new Section 1.3.4, *Alternatives Considered but Eliminated from Further Discussion*.

RESPONSE TO COMMENT D8

Figure 1-1 has been revised as suggested.

RESPONSE TO COMMENT D9

The figure has been revised to state that the location would be 10 feet to the southeast in the legend. However, at this scale, large markers are needed to identify the locations and we are unable to show both the existing and future locations because one would be obscured almost entirely by the other.

RESPONSE TO COMMENT D10

The purpose of the approved larger SR-58 Expressway Project has been added to Section 1.2, *Purpose and Need*.

RESPONSE TO COMMENT D11

A new section, 1.3.3, *Identification of a Preferred Alternative*, has been added to the document. As discussed in this section, the following selection standards were identified: “After review and consideration of all the comments received and the potential impacts of the Proposed Action, as well as the ability of the Proposed Action to meet the purpose and need for the larger SR-58 Expressway Project, the Project Development Team (PDT) identified Alternative 1 (Build Alternative) as the Preferred Alternative.” It is presumed that the comment is seeking to understand why the Alternative 1A alignment for the larger SR-58 Expressway Project was selected, which has also been added to Section 1.3.3.

RESPONSE TO COMMENT D12

The land use discussion has been revised to include the land use classification designated by EAFB.

RESPONSE TO COMMENT D13

Discussion of the absence of jurisdictional waters has been added to the Hydrology and Floodplain discussion in Chapter 2.

RESPONSE TO COMMENT D14

Discussion of the No-Build Alternative has been moved to the appropriate section as suggested.

RESPONSE TO COMMENT D15

Boring depth has been added to the environmental consequences discussion of Section 2.2.1.

RESPONSE TO COMMENT D16

Table 3-1 identifies the external coordination that has been conducted to date. Although there has been additional external coordination regarding the SR-58 Expressway Project, the table is limited to those coordination efforts immediately applicable to the Proposed Action.

RESPONSE TO COMMENT D17

The EA has been revised as requested. The purpose and need of the SR-58 Expressway Project has been added. Section 1.3.2 has been updated to explain what would occur on EAFB land as a result of the larger SR-58 Expressway Project. In addition, Figure 1-2 has been revised to show the EAFB property boundaries. Furthermore, additional information has been included, clarifying the impacts of the larger SR-58 Expressway Project on EAFB property. With respect to mitigation, the measures are detailed in the Environmental Commitments Record included in Appendix B.

RESPONSE TO COMMENT D18

The appropriate coordination with local personnel at EAFB will be included in the planning process for the Proposed Action.

RESPONSE TO COMMENT D19

Capitalization throughout the document has been addressed.

Chapter 4 List of Preparers

The following Caltrans staff contributed to the preparation of this Environmental Assessment.

- Kurt Heidelberg – Senior Environmental Planner
- Gita Tokhmashan – Associate Environmental Planner
- Bahram Karimi – Associate Environmental Planner/Paleontology
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The following consultants from ICF contributed to the preparation of this Environmental Assessment.

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- Peter Feldman – Environmental Planner
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- Saadia Byram – Technical Editor

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APPENDICES

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Appendix A. Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: mario_solis@dot.ca.gov.

A handwritten signature in blue ink, reading "Malcolm Dougherty".

MALCOLM DOUGHERTY
Acting Director

"Caltrans improves mobility across California"

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Appendix B. Avoidance, Minimization, and/or Mitigation Summary

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Date: (06/13/2017 EA)

Project Phase: 1

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08-SBD-58 R0.0/R12.9

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									YES	NO	
Utilities/Emergency Services											
UT-1: Caltrans will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction of the preferred Alternative 1A. The affected utility companies may include Southern California Edison-Distribution/ Transmission, AT&T, El Paso Mojave Pipeline Operating Company, PG&E Gas Transmission, San Bernardino County Transmission, Southern California Gas Company- Transmission, Southern California Gas Company Distribution, PG&E Transmission and Distribution Ridgecrest, Southwest Gas, and Verizon.	2-8	NEPA EA	Residential Engineer (RE)	Construction							
Cultural Resources											
CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	2-12	Programmatic Agreement/Screened Undertaking	Residential Engineer (RE)	Construction	14-2.02A General Caltrans Policy	Contact Cultural Liaison Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505.					

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										YES	NO
CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	2-12	Programmatic Agreement/Screened Undertaking	Residential Engineer (RE)	Construction	14-2.02A General Caltrans Policy	Contact Cultural Liaison Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505.					
CR-3: Archaeological and Native American monitors shall be present during the Proposed Action activities. In the event that additional cultural deposits are uncovered during construction operations, the archaeological monitor shall be empowered to halt or divert work in the vicinity of the find until the archaeologist is able to determine the nature and the significance of the discovery. Monitors must maintain daily logs to be submitted to Caltrans	2-12	Programmatic Agreement/Screened Undertaking	Residential Engineer (RE)	Construction	14-2.02A General Caltrans Policy	Contact Cultural Liaison Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505.					

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										YES	NO
at the end of work week. A final monitoring report is required when monitoring activities are complete.											
CR-4: If there is an inadvertent discovery (above or below ground) within the property of EAFB, the following actions are to immediately occur: Caltrans shall: - Immediately cease activity in the area of the discovery. - Notify the supervising Project Manager. - Secure the discovery location and establish a 50-foot buffer zone around the discovery. The Project Manager shall: - Immediately notify the EAFB Cultural Resource Manager (CRM) of the discovery at (661) 277-1905. - Confirm that the activity has ceased within 50 feet of the discovery. - Examine the location of the discovery to ensure that it has been properly secured—take appropriate measures to further secure	2-12	NEPA EA	Residential Engineer (RE)	Construction							

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										YES	NO
the location, if needed. - Await review by the EAFB CRM before returning to work in the area of discovery. - Cultural artifacts discovered on EAFB lands are the property of the Air Force and will be turned over to the EAFB CRM. Caltrans will also provide the copies of related reports.											
Geology/Soils/Seismic/Topography											
GEO-3: Use non-hazardous dust suppression palliatives approved by Edwards AFB and water on an as-needed basis to suppress wind-blown dust generated at the site during construction. Dust suppression palliatives are materials that work by either agglomerating the fine particles, adhering/binding the surface particles together, or increasing the density of the surface material	2-16	NEPA EA	Residential Engineer (RE)	Construction							

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										YES	NO
GEO-4: Implement erosion control measures during construction, including stabilization of construction areas, employing a concrete wash out area, as needed, and tire washes near the entrance to existing roadways.	2-16	NEPA EA	Residential Engineer (RE)	Construction							
<u>Biological Resources</u>											
Bio-1: The Proposed Action's work is anticipated to occur in the indicated work area. Access to the work area will be gained where granted to NextEra and a biologist by EAFB.	2-32	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Pre-Construction							
Bio-2: A qualified biologist must survey work areas every day before crews begin working. If listed or special-status species are found, then the biologist must inform the engineer (or other authority in charge of the work activities) to avoid those resources.	2-32	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Pre-Construction							
Bio-3: A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on desert cymopterus.	2-33	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-4: A qualified biologist must monitor work activities to ensure avoidance of any work-related impacts on Barstow woolly sunflower.	2-33	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
Bio-5: The biologist must oversee compliance with all protective measures and coordination between Caltrans and NextEra. The biologist must immediately notify the engineer of activities that may be in violation of biological protective measures. In such an event, the engineer must halt all work activities until all protective measures are fully implemented, as determined by the biologist.	2-49	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-6: The biologist must inform the work crews or the engineer to halt any activity that may pose a threat to DT and to recommend movements of equipment and personnel to avoid injury or mortality to DT.	2-49	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Pre-Construction							
Bio-7: Whenever project vehicles are parked, workers must check under the vehicle before moving it. If a DT is beneath the vehicle, the worker must notify the biologist. Workers must not be allowed to capture, handle, or relocate DTs. They must be allowed to leave of their own accord.	2-49	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-8: The engineer is responsible for ensuring that all protective measures are being fully implemented. If the	2-49	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
engineer determines, or is notified by the biologist, that one or more protective measures are not being fully implemented, the engineer must halt all activities that are out of compliance until all problems have been remedied. All workers and the biologist will be required to notify the engineer of any such problem they notice. The engineer must always be able to contact Caltrans or the biologist to resolve any unforeseen biology-related issues.											
Bio-9: Auger holes or other excavations will be covered following inspection at the end of each workday to prevent DT or MGS from becoming trapped.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-10: When feasible or practicable, construction vehicles will be cleaned of all mud, dirt, and debris from other sites prior to entering the project area. The purpose of this measure is to minimize the spread of weedy plant species that may degrade DT and MGS habitat.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-11: Any fuel or other hazardous materials spills will be promptly cleaned up; any leaks from equipment will be	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
stopped and repaired immediately. Vehicle and equipment fluids that are no longer useful will be transported to an appropriate off-site disposal location. Fuel and lubricant storage and dispensing locations will be constructed to fully contain spilled materials until disposal can occur. Hazardous waste, including used motor oil waste and coolant, will be stored and transferred in a manner consistent with applicable regulations and guidelines.											
Bio-12: Upon completion of construction, all refuse including, but not limited to, equipment parts, wrapping material, cable, wire, strapping, twine, buckets, metal or plastic containers, and boxes will be removed from the site and disposed of properly.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Post-Construction							
Bio-13: No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel and working dogs under the control of a handler will be exempt from this protective measure.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
Bio-14: To preclude attracting predators, such as the common raven (<i>Corvus corax</i>) and coyotes (<i>Canis latrans</i>), food-related trash items will be removed daily from the work site and disposed of at an approved refuse disposal site. Workers are prohibited from feeding all wildlife.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-15: During all off-road or cross-country travel, the biologist will select and guide the access route to avoid biological resources and to minimize disturbance of vegetation. The biologist will walk in front of the lead vehicle to ensure that no DT, rare plants, burrowing owls, MGS, or animal nest/burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-16: Caltrans will reinstate consultation with the appropriate USFWS office if it is determined that a DT will need to be relocated.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-17: To avoid any impacts on migratory birds, work must take place outside of the breeding season, which occurs between February 15 and	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
September 15. If, due to schedules, it is necessary to conduct work activities during this season, a biological monitor must perform preconstruction surveys of each individual tree/pole and of the area where work will occur.											
Bio-18: A preconstruction sweep for nesting birds would be conducted in areas used for staging, storage, sign placement, or parking areas.	2-50	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Pre-Construction							
Bio-19: If a migratory bird is detected during monitoring, construction shall stop for a minimum radius of 33 meters (100 feet) or as determined by the biological monitor and double that for condors or raptors.	2-51	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-20: The biologist must inform the work crews or the engineer to halt any activity that may pose a threat to MGS and to recommend movements of equipment and personnel to avoid injury or mortality to MGS.	2-51	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							
Bio-21: Caltrans will discuss additional measures with the appropriate CDFW office if it is determined that an MGS or its burrow will need to be relocated.	2-51	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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										YES	NO
Bio-22: Caltrans will initiate consultation with CDFW and USFWS if there are any incidents with federally or state-listed species.	2-51	September 2016 NES-MI	Resident Engineer (RE)/Qualified Biologist	Construction							

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Appendix C. List of Acronyms and Abbreviations

1.	A-P Zone	Alquist-Priolo Special Studies Zone
2.	APE	Area of Potential Effects
3.	APN	Assessor's Parcel Number
4.	ARARs	Applicable or Relevant and Appropriate Requirements
5.	ASR	Archaeological Survey Report
6.	ASTM	American Standard Testing Methods
7.	bgs	below ground surface
8.	BLM	Bureau of Land Management
9.	BSA	biological study area
10.	Caltrans	California Department of Transportation
11.	CDFW	California Department of Fish and Wildlife
12.	CEQA	California Environmental Quality Act
13.	CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
14.	CFR	Code of Federal Regulations
15.	CNDDB	California Natural Diversity Database
16.	CNPS	California Native Plant Society
17.	COPC	constituent of potential concern
18.	CRM	Cultural Resource Manager
19.	DIA	Direct Impact Area
20.	DOGGR	Department of Oil, Gas and Geothermal Resources
21.	DOMS	Digital Online Mapping System
22.	DT	desert tortoise
23.	DTSC	Department of Toxic Substances Control
24.	EAFB	Edwards Air Force Base
25.	EIR/EIS	Environmental Impact Report/Environmental Impact Statement
26.	EPA	U.S. Environmental Protection Agency
27.	FESA	federal Endangered Species Act
28.	FHWA	Federal Highway Administration
29.	FTIP	Federal Transportation Improvement Program
30.	HPSR	Historic Property Survey Report
31.	IPAC	Information Planning and Conservation
32.	LBP	lead-based paint
33.	LOS	level of service
34.	MDAQMD	Mojave Desert Air Quality Management District
35.	MGS	Mohave ground squirrel
36.	NEPA	National Environmental Policy Act
37.	NES-MI	Natural Environment Study-Minimal Impacts
38.	NextEra	NextEra Energy Resources LLC
39.	NHPA	National Historic Preservation Act
40.	NMFS	National Marine Fisheries Service
41.	PA	Programmatic Agreement

42.	PDT	Project Development Team
43.	PEIR	Programmatic Environmental Impact Report
44.	PG&E	Pacific Gas & Electric
45.	Phase I ISA	Phase I Initial Site Assessment
46.	PM	Post Mile
47.	PQS	Professionally Qualified Staff
48.	Proposed Action	State Route 58 Kramer Junction Electrical Utility Pole Replacement Project
49.	PS&E	Plans, Specifications, and Estimate
50.	RAP	Relocation Assistance Program
51.	RCRA	Resource Conservation and Recovery Act of 1976
52.	RECs	recognized environmental conditions
53.	RTP	Regional Transportation Plan
54.	RWQCB	Regional Water Quality Control Board
55.	SCAG	Southern California Association of Governments
56.	SCE	Southern California Edison
57.	SHPO	State Historic Preservation Officer
58.	SR-58	State Route 58
59.	SR-58 Expressway Project	State Route 58 Kramer Junction Expressway Project
60.	US-395	United States Highway 395
61.	USC	United States Code
62.	USFWS	U.S. Fish and Wildlife Service

Appendix D. List of Technical Studies and References

Technical Studies Prepared for the Proposed Action

- California Department of Transportation (Caltrans). 2016. 1st Supplemental Archaeological Survey Report (ASR). October.
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